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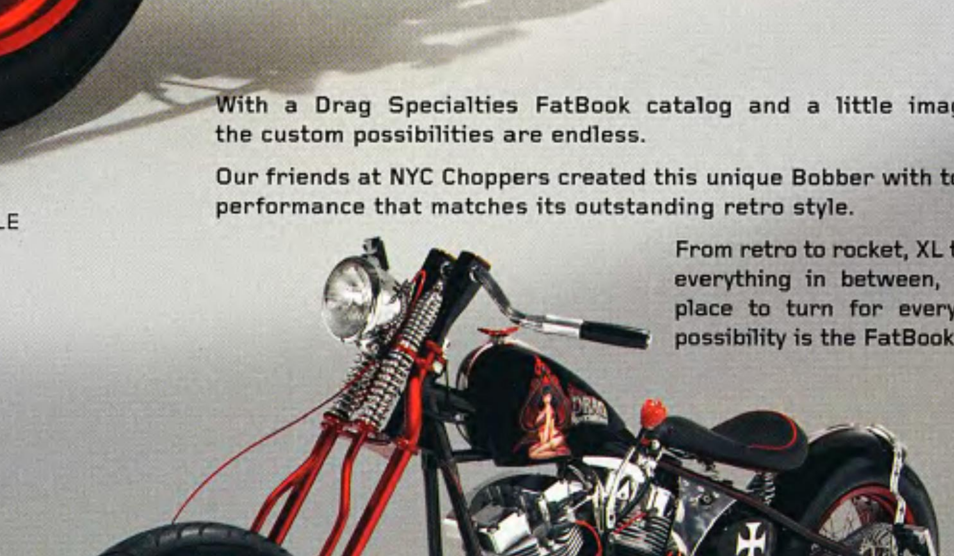

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TakingItEasy

Next time you grumble about going to the dentist, think of some poor people in India. India has plenty of licensed dentists, but there are almost 100 **"street dentists"** who run their businesses in dusty, open-air "offices." They take care of extractions and "fitting" used dentures for about 1 to 2% of what a licensed dentist would charge. One patient, it was reported, was "spitting streams of blood into the gutter" after removal of a tooth that the patient said "was not working right" and "kept turning left and right when he ate." Now doesn't that make you feel a bit more kindly toward your dentist? Nah, I hate 'em all.

She had let her ex-boyfriend into her apartment, but when he pulled a gun on her, she jumped off her second-story balcony. When she landed she broke her foot and to make matters worse, "He was standing right over me shooting," she said. Then to **add insult to injury,** the day after she returned home from the hospital her landlord posted an eviction notice on her door, claiming she had broken her lease terms by causing a commotion in trying to get away from her would-be killer. The apartment manager said it disturbed "our normally peaceful and quiet environment."

A bank robber, faced with a five-year minimum sentence, argued to the judge that while he was **"masked"** during the robbery, he wasn't actually in disguise. Instead, he was just in his transvestite mode, which included a wig, false breasts, a fake nose and facial moles. His lawyer said, "This is what he does, this is who he is." Yeah, right.

A company that makes **Doggles** (which are sunglasses for dogs) now sells corrective-lens Doggles starting at $75. (What I want to know is how do you know your dog needs corrective lenses—when he walks into the wall or something?)

Here are some astounding findings that I suppose required some funding: (1) It's much easier to identify someone if he is physically near you than if he's up to 450 feet away, (2) People who choose their careers carefully, rather than on a whim, have much greater job satisfaction, (3) College students tend to drink more alcoholic beverages than they realize, (4) and last, but not least, if patients voluntarily tell a doctor about **a bad side effect** of medicine, they're more likely to be switched to a safer one than if they don't. (Wow—pearls of wisdom.)

You think housing is expensive here? In London, an agency rented out a **54-square-foot apartment** (bed over a kitchenette, closet and shower) for the equivalent of $1,065 a month.

You gotta watch out for those old folks. An 86-year-old woman was arrested for having called 911, 20 times in a 40-minute period to complain about **lousy pizza service delivery.** And then she bit the police officer who came to question her. (I'll bet she thought he was the pizza man.)

This is so visual: A 1,500-pound camel was wandering around his new home at a farm in West Virginia when **he decided to sit down** on a woman who was painting a fence. She, naturally, screamed, but of course her screams were muffled by the camel so she called 911 on her cell phone and help arrived at the nick of time—just about the time when the camel had begun to nibble on her. (She was almost smoked by a camel?)

Just when we think we've heard everything, another startling revelation reveals itself. An Australian newspaper said there was an upswing in the business of some beauticians who have responded to customer's desires to lighten the skin around their anuses. Apparently it's not something new, but the requests have increased because clients are **trying to please boyfriends** who like how "clean and light" porno actresses seem.

A 21-year-old student drove her car into her garage, closed the door, and then (with the engine still running) decided to make a cell phone call—**a v-e-r-y, v-e-r-y l-o-n-g call.** So long, in fact, that she finally departed this world.

Here's a clever ruse to get out of a marriage. This guy told sheriff's investigators that he had killed a hitchhiker and buried him. He turned over the victim's wallet as evidence, and police searched unsuccessfully for the body. But, the "victim" turned up *alive*. Then the guy started telling other versions of what happened. It seems he was having trouble with his wife and had hoped that the thought of being married to a murderer would be too much to bear—plus the theft of the wallet—his sentence was **10 more years with his wife.** (Questions come to mind: If he were arrested for murder, he would have gone to prison—that would have been preferable to staying with the little woman? Also, his sentence—why 10 years? Was he a doddering geezer and not expected to live much longer? What? What? Why? Why?)

Fresh from our "Weird Human Eaters File": A college student has begun selling a tofu-like food, supposedly tasting like what he believes is the taste of human flesh. He's aiming his product at people who like cooking with tofu. But he's also aiming it at **actual cannibals** who might have a hard time finding their actual food of preference. Apparently, although he never actually tasted human flesh himself, he did some research with cannibals and their descriptions of the yummy taste of people.

And here's some more reasons to curb the use of cell phones: A man and his wife drove their car under an 18-wheeler, got stuck and were dragged more than 800 feet before the truck could stop. No, the culprit wasn't alcohol. It seems the cell phone conversation was all-engrossing. And a man waiting for a train was taken to the hospital after a train knocked him unconscious as he bent over the rail platform **looking for the cell phone** he had just dropped.

Easyriders®

ENTERTAINMENT FOR ADULT BIKERS • NUMBER 391 • JANUARY 2006

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WordMonger

Whose Hand?

I'm confused. In your August '05 issue on page 116 (Billy Lane's birthday party), whose hand is that on the chick's chest? It's a left hand. Billy has his left hand/arm around her waist. The chick's left hand is holding a beer. I see only two people in the photo.

I wish it was my hand, but it's not. Let us know.

Eric
Wonderlake, Illinois

Actually Eric, Billy carries around a "pre-grope checker" with him at all times. This is a woman he employs to feel up prospective young ladies so that they are primed and ready for Billy to grope them. We are not allowed to tell you the identity of this person as she is also employed by the FBI.

Great Pic

I just got some photos back from my big bro who is the commander of the helicopter attack air squadron, stationed right in the middle of shit in Iraq. One of the photos has himself and some of his men in front of one of their Blackhawks, holding the American flag and—get this—a couple of *Easyriders* mags that I sent to the guys.

These poor bastards are sweating their balls off, kicking the shit out of anything that moves and protecting the freedom of our great country. These dudes are officers so they've been there for almost a year already with no coming home date in sight just yet.

I was wondering if there would be any chance of this pic appearing in your mag—the only one I read. The men would just shit if it made the rag—it would be great, not just for me, but also for the guys who might not come home.

Thanks.

John Vicci (Veech)
Cranford, New Jersey

Our pleasure, Veech.

Settle A Dispute

First, kudos to you for putting out a kick-ass issue (Sept. '05)—as always, simply awesome! The bikes were gorgeous and the women blood-pumping, tongue-hanging beautiful.

I need you to settle a dispute between a bro and myself about Cory's three-headed monster. Actually, I know I'm right for a fact, but my bro, Ron Aldrich (the dumbass), won't believe it until he sees it in print. So please tell him that there's only one cylinder per head. For some reason, he thinks that bike is a 6-cylinder and he's adamant about it. So, being the nice guy that I am, I'd like to embarrass him in an open forum.

Thanks—and, again, you do us proud. Don't ever stop.

Michael Carkin
Swanton, Vermont

Michael, please tell the dumbass in question that he is WRONG, dead WRONG! The Feuling motor is a three lunger.

Rubber On The Road

Hey, guys, love your rag. I know y'all are an American bike mag and that's cool. As for myself, I ride a ricer (Suzuki VL1500 Intruder) and that's what I do—I ride it.

I get so tired of these asswipes who say the only bike on the road should be a Harley. A couple of years ago on a road trip (to a kegger in Missouri), I stopped in at a Harley Home Run. Caught a line of it from some upstate Wisconsin jackass (with his Road King on a trailer) about how I shouldn't be there. Whatever. This seems to be too common a thought though. Pride in the USA? Hell, yeah, I got it. Pride on the road? You bet.

For all the brand bigots out there, here's a small thought. I never had a guy on the roadside refuse my tools or my gas seeing as they came from a ricer.

Luke "Lobo" Forsman
Everett, Washington

From "9.5" In Iraq

Here's a photo of me with my latest, and probably last, issue of *Easyriders* that I'll receive in a care package from my wife in hopes that you might just add it in "Wordmonger" to say thank you to your publication and to my wife Marian.

My wife has been so supportive of the Marine Corps, my unit, and myself. She

has sent countless care packages filled with hygiene gear, snacks, logs of Copenhagen and my monthly subscription to *Easyriders*, *Biker*, and *V-Twin*. And on top of all that, here's what she helped me do. A few months back the new bike sales guy was over on Main Side, TQ. He was going to be there for five days. I called Marian and told her about it. After a few days of deciding what kind of scoot to get, I told her and she said to put in the order. So the next day I placed my order for a 2005 FXST. I called her with the news and told her the price. The next day she e-mailed me that she had the cash to get the bike.

So I want to send a very special "thank you" to my loving and supportive wife Marian. Without her I would be truly miserable over here. In over a month my wife and I will be the proud owners of a Softail. I know she's excited because she keeps telling me how much she would really enjoy wrapping her arms around me as we ride around North Carolina and Virginia.

Sgt. Kenny "9.5" Pfeiler
Al Taquaddum, Iraq

Day Off in Northern Iraq

So what do a Marine Sgt (John Binder) and a Communications Contractor (Ret. Maf. Jeff Kennedy) do on their day off in Northern Iraq? The same thing we do every day—daydream about our bikes and our women. Reading *Easyriders* sort of brings the two together.

Here at Taquaddum, a forward air base, we watch the C-17s fly out all the time. Sgt Binders quote of the day: "The only thing wrong is I'm not on one." As for me, only 11 more months on this contract, then 12 more on the next one, then home to Florida for good.

Thanks for the chicks and bikes!!!

Jeff Kennedy
Iraq

You bet, Jeff. Come home safe.

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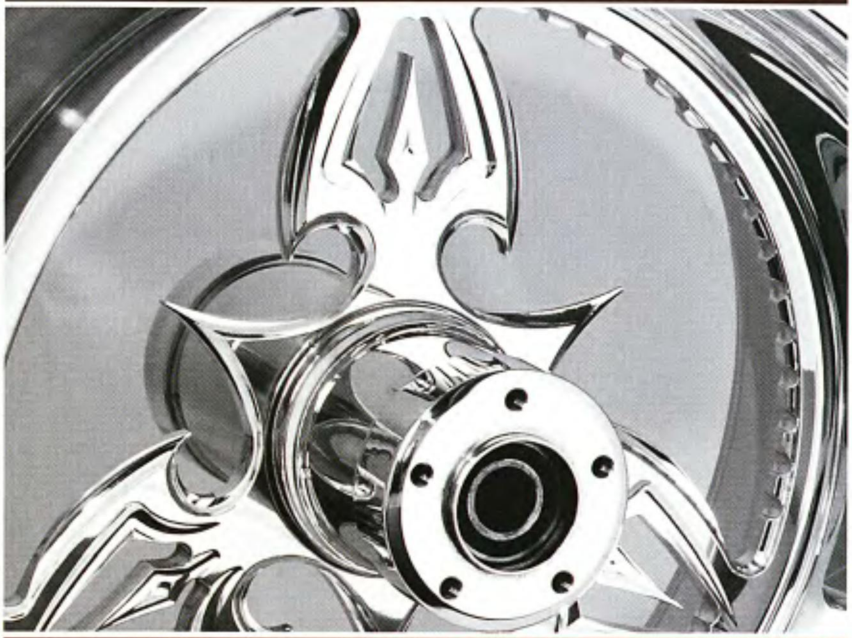

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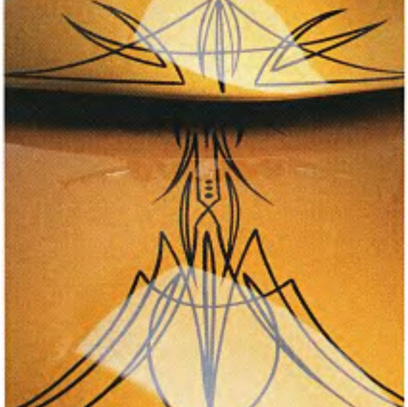
Woodward, Oklahoma's second-generation bike builder has some solid choppers. David Covington, the 27-year-old son of the main man at Covington Cycles just put together one nasty little hot rod Harley. This Pagan Gold tribute to the late '50s/early '60s has plenty of people smiling, including the builder's dad.

"What I was trying here," David says, "is to build one bike that everyone would want to look at. From the old-school traditionalists and new-wave/high-tech enthusiasts alike." That he's accomplished. Starting out with one of Covington's drop-seat frames, David built his hot rod neatly blending the smooth and flowing aesthetics of today

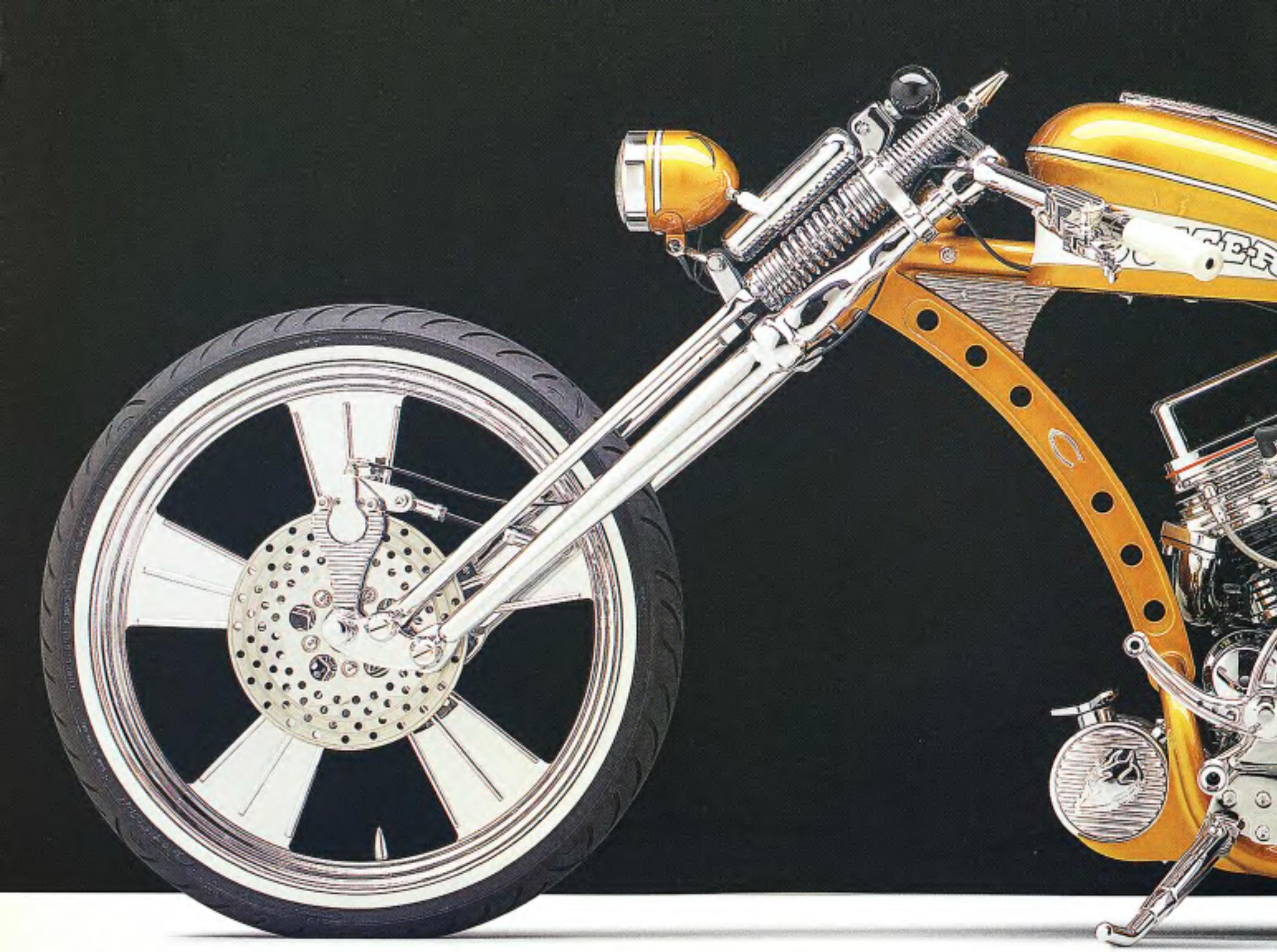


with the out-in-the-open mechanicalness of an earlier machine—either two wheels or four.

"The initial inspiration," David says, "came from a '31 Ford." So did some of the parts. The exhaust, for instance, is really a hot rod item, or at least part of it is. David called Sanderson Headers, a major supplier in the street rod field, for the flared tubes and tips he needed to build this baffled version of an over-the-frame lakes pipe. And at the other end of that pipe there's more from hot rodding's past—a pair of Stromberg 97 carburetors. Sandwiched between those carbs and the exhaust is a 103-inch Accurate Engineering panhead. It's a strange, yet very cool combination.

David Covington's Pagan Gold Hot Rod

Lucifer 1



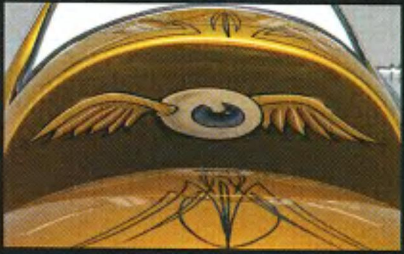
Asked about those Stromberg fuel mixers, "Actually," David says, "this turned out to be one of the better running bikes I've built." The 97s are known leakers, but these two work just fine. "It took a little time to get things that way," David admits, "but in the end it came out better than anyone expected."

Working off that Covington frame, the biggest change, David says, is the front downtube. Taking a cue from Hank Young, another guy blending cars and bikes, David mimicked the look of a dropped-and-drilled I-beam axle from a hot rod. But where Hank Young actually uses the center sections of car axles, David built his from scratch. He ended up machining it from a solid hunk of 1018 steel. "But other than that," he swears, "I didn't do anything too wild on the frame. I really like the standard geometry, the way it all works."

David also neatly split the difference between today and yesterday with the gas tank he built. Reminiscent of an early Sportster piece, this one has been stretched, smoothed and blended into the overall line of the bike, yet still has those traditional dished indents on the sides. "There's a nice curve there," he says, "front to back." And how about those handlebars? That's the way David pictured things right from the beginning, even though everyone told him it wouldn't work and would be much too uncomfortable. It's not. "Sure, you have to lean forward some," David says, "but it's not bad. To me it's no problem." Apparently not to Chris Millard, either, the guy who bought this bike. The owner of two other Covington builds, this is the one he rides the most.

Like this one? There's more coming. David Covington has "Lucifer II" well under way, his follow-up hot rod Harley. "Might use a knucklehead in that one," he says, "and definitely some more of those Stromberg carbs. That's hot rodding . . . "

—Joe Kress



Owner: David Covington
City: Woodward, Oklahoma

GENERAL
Designer: David Covington
Fabrication: Covington's Cycle City
Year/make: 2005 Covington
Model: David's Hot Rod
Assembly: Covington's Cycle City
Time: eight weeks
Chroming: Peerless Plating

ENGINE
Year: 2004
Rebuilder: Accurate Engineering
Displacement: 103-cubic-inch
Cam: Accurate Engineering
Carbs: Stromberg 97s
Pipes: Covington's Cycle City w/Sanderson flares

TRANSMISSION
Year/make: 2005 Baker
Shifting: 6-speed, RSD

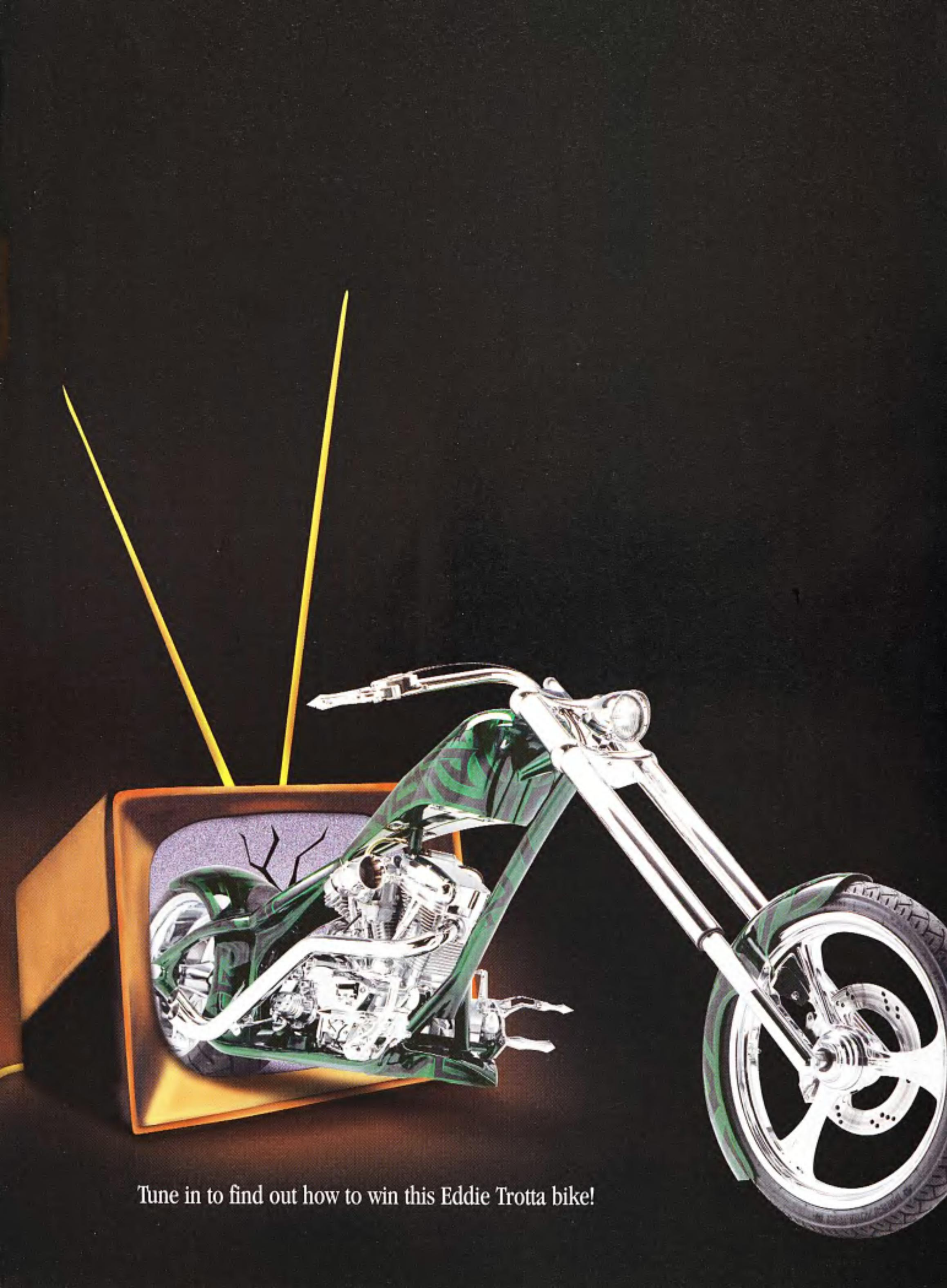
PAINTING
Molding: Dusty Brown
Painter: Luckys 7
Color: Candy Pagan Gold w/ White

FRAME
Year/make: 2004 Covington
Type: Covington Hot Rod
Rake: 47 degrees
Stretch: 7 inches
Shocks: Legend Air Ride

ACCESSORIES
Handlebars: Covington's Cycle City
Handlebar controls: Covington / Performance Machine
Fenders: Covington's Cycle City
Headlight: Drag Specialties spotlight
Taillight: Covington's Cycle City
Pegs: Covington's Cycle City
Foot controls: Covington's Cycle City / Performance Machine
Gas tank: Covington's Cycle City
Oil tank: Covington, front-mounted
Seat: Danny Gray

FRONT END
Type: Springer, 3-over
Builder: Paughco

WHEELS
Make: Covington's Cycle City
Size: 21-inch front, 18-inch rear
Tires: Avon
Brakes: Covington's Cycle City / Performance Machine
Photos: Michael Lichter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For more information, check out www.thecryptcycles.com, or call John at 334-705-0283.

ROAD GLIDE GLOVE BOX DOOR LOCK KIT

eGlideGoodies has just released the GDL-1 glove box door lock kit for Harley's Road Glides. This kit allows you to lock your glove boxes when you want to store valuables like cell phones, etc. The kit also allows you to leave the glove boxes unlocked for quick access to items such as earplugs, gloves, etc. The chrome barrel locks match with your existing ignition or saddlebags' stock barrel locks and can be key matched to your Road Glide's ignition key. The kit comes with a pair of barrel lock assemblies, hardware and full installation instructions.

For more info, please visit www.eglide-goodies.com or call 760-753-4642.

CUSTOM COVERS MADE TO ORDER

Extreme Custom Engraving now offers a wide variety of custom billet aluminum covers. They can also work from your own design or company logo for that extra personal touch. The parts are machined from 6061-T6 solid billet aluminum. The covers are designed to fit S&S, H-D Twin Cam and Evo motors.

Visit Extreme Custom Engraving's Web site at www.azece.com.

GRANPA'S NEW ADJUSTABLE HIGHWAY BAR

Granpa's Motorcycle Products' highway bars are designed to fit most Harleys and come in two sizes: regular, and long-leg for tall riders. Each model adjusts for varying inseam lengths by use of a two-piece connecting block that allows the bar to pivot a full 360 degrees, changing the distance between the pegs and saddle throughout that range. All bars are a bolt-on install except for Electra Glides and Road Kings. Those bikes require the drilling and tapping of one hole in the frame brace. But Granpa even includes the drill and tap with your order in those applications. Granpas are like that, always thinking of everything.

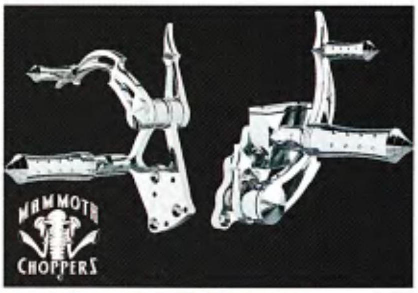
Granpa's Motorcycle Products; 574-340-6111; www.granpas.com.

THE HARMAN GIRDER FRONT END IS BACK

The Harman girder is back in production thanks to Executive Choppers, who's now offering a limited production run of the stylish front end made popular in the '70s on many choppers.

Each girder features steel or billet aluminum trees with accommodations for rubber mounted risers. You can also order the original configuration, which included the bars as an integral part of the front end. Bottom fork clamps are drilled and tapped for headlight mount. Harman girder front ends can be ordered fully chromed or raw and are offered in lengths from 6 inches to 30 inches over.

For more info contact Executive Choppers at 916-780-6508.



MAMMOTH CHOPPERS' THE BEAST

Mammoth Choppers is a new manufacturer that offers a selection of custom accessories. The company's own forward controls called The Beast are made from T-6061, precision CNC machined billet aluminum and chrome plated for good looks. When you purchase a set of these forward controls, you get to choose between 1 of 4 different footpeg sets. The controls come with hidden hardware and a flat front master cylinder.

Go to www.mammothchoppers.com.

VERY COOL SEATING

Lick's Cycles' custom seats are available in custom styles including diamond, tuck and roll, smooth and exotic. Each seat is built over a hand-shaped seat pan that's

17X12 RIMS
For The 330 Tire
We don't limit designs on any of our rim sizes. All designs have matching accessories available. The rims come with a Chrome, Polished or Black Anodized finish.
www.xtremachineusa.com
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Speedstar
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Vandal
Spider
Frantic
Motorcycle :
Precious Metal Cycles
XTREME MACHINE
American Made
Custom Motorcycle Wheels

covered in durable padding and finished in a wide variety of materials. Each seat is supplied as a complete bolt-on package for the specific application ordered, while universal mounting hardware is available for custom installs. Shown here is a pair of Lick's spring solo seats. The smooth finish solo can be ordered in black, white or red, while the metal flake version is produced in green, charcoal, red, blue and white.

Visit them on the Web at www.lickscycles.com or call 413-663-9050.

QTM/BREMBO BRAKES FORWARD CONTROLS HAVE INVISIBLE RESERVOIR

QTM/Brembo now offers chrome or polished forward controls. These forward controls offer a remote reservoir, so no bulky fluid reservoir is built into the brake side. The controls come complete with a reservoir that can be mounted anywhere on the bike, and thus be unseen for a much cleaner look.

Call 714-575-5000 for more info.

MIDNIGHT EXPRESS DRIFTER LUGGAGE

Saddleman's Midnight Express Drifter saddlebags are designed to offer a new styling alternative with a single-strap closure with contrasting edge and body trim. They are easy to use and offer ample storage capacity for a great value, the manufacturer says. The bags are available in straight or slant styles, the yoke adjusts for bag height and angle to fit most popular cruisers and the rigid ABS back frame and reinforced side panels help maintain shape even when empty.

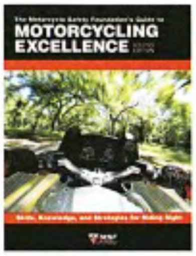
Midnight Express Drifter saddlebags are available from your Parts Unlimited or Drag Specialties dealer.

TOUR MASTER WOMEN'S TRINITY JACKET

A highlight from Tour Master's 2006 line is the Trinity, a jacket designed specifically for women riders. The Trinity's 400 Denier Nylon Dobby shell combines with a Rainguard waterproof and breathable barrier to protect the rider from the road and rain. Soft, durable microfiber lining in the collar and cuffs is designed to provide comfort along with protection from chafing. For protection, the Trinity has removable armor at the elbow and shoulder with an articulated Triple Density back protector. Pockets include a zippered chest map pocket, hand warmer pockets, an internal pouch pocket and mobile media pocket. And adjustable waist belts with TPR pulls, help to fine tune the flattering fit.

With a suggested retail price of $129.99 in women's sizes XS through XL, the Trinity comes in three colors: light blue, black, and silver.

For the location of your closest dealer log onto www.tourmaster.com.



SAFE RIDING THROUGH SAFE READING

The updated, second edition of *The Motorcycle Safety Foundation's Guide to Motorcycling Excellence* is now available through Whitehorse Press. The book focuses on safe riding techniques and strategies for current and prospective motorcyclists, as it sums up the essence of what the MSF has learned about teaching students of all ages and experience levels. It is the definitive reference for the sport—a perfect refresher for anyone who has ever taken an MSF course, and an eye-opener for those who haven't, according to the MSF.

Paperback, 192 pages, full color illus and photos, $24.95. Copies are available at your local bookstore, dealer, or directly from the publisher, Whitehorse Press.

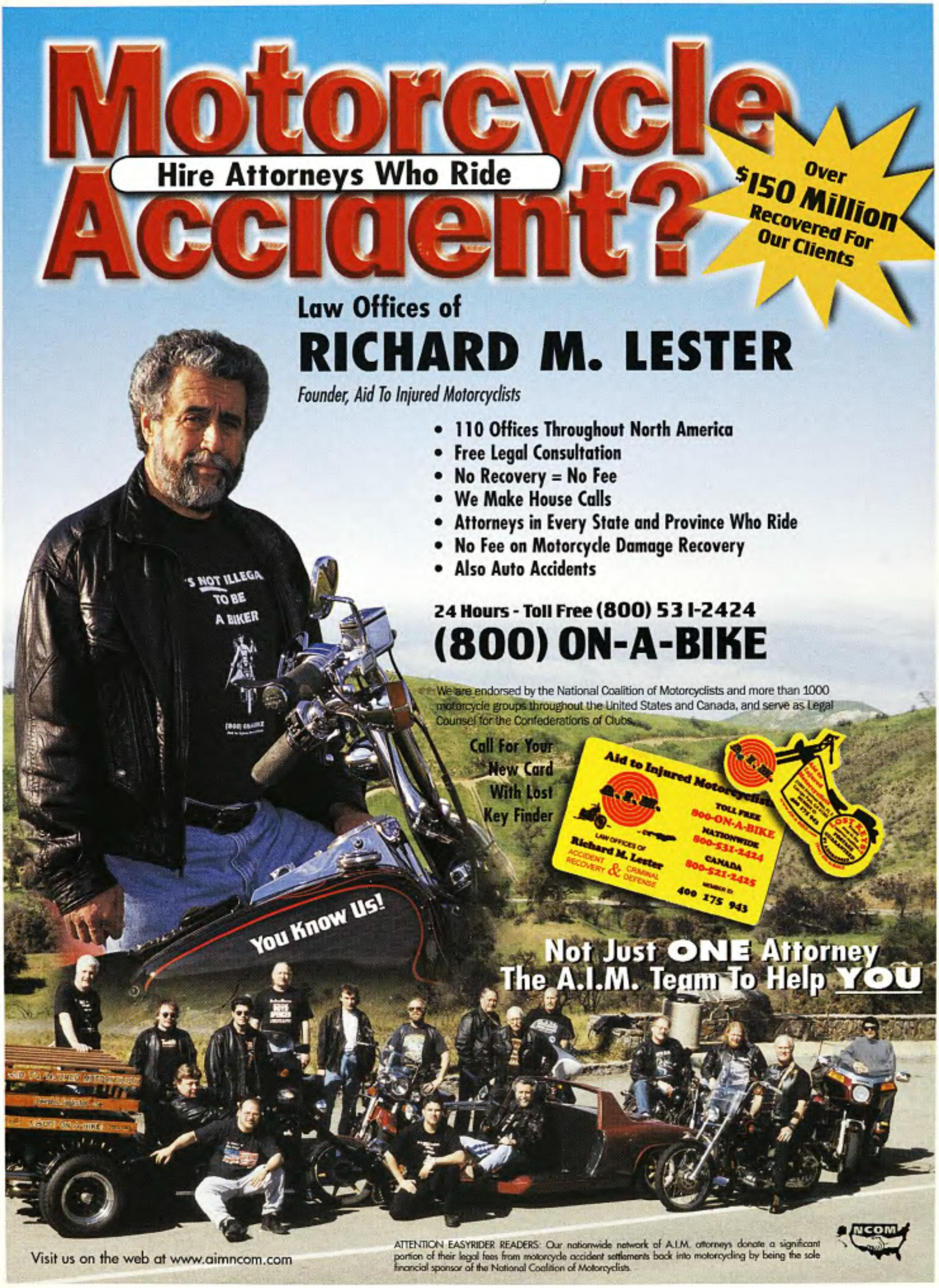
Call 800-531-1133 or visit them online at www.whitehorsepress.com.

PM CONTOUR MID CONTROLS

Responding to trends that seem to bring back mid-mounted controls, designer Roland Sands came up with these new mid controls for Performance Machine.

The left side is designed to hang from PM's Contour belt drive primary, while the right side is available for both a traditional drive bike or a totally integrated hydraulic clutch slave and rear brake assembly for right-side drive bikes. Contour mid controls are available with a rubber-wrapped peg, as well as a trick, knurled aluminum peg. Performance Machine also makes them in polished, chrome or black anodized finish.

Call 714-523-3000 for info or see www.performancemachine.com.



Visit us on the web at www.aimncom.com
ATTENTION EASYRIDER READERS: Our nationwide network of A.I.M. attorneys donate a significant portion of their legal fees from motorcycle accident settlements back into motorcycling by being the sole financial sponsor of the National Coalition of Motorcyclists.

Burgundy Brawler

Another Masterpiece From Shannon Davidson's Chopp Shop

Now this next motorcycle shouldn't be a surprise to any of you. You all are loyal *Easyriders* readers and instead of gazing over this burgundy motorized masterpiece and asking yourself, "Now who built this bike?" you are much more than likely saying to yourselves, "Hey, that's one of Shannon Davidson's bikes." And, of course, you'd be right.

Shannon and his small, loyal crew man the shop better known as The Chopp Shop. As you may have remembered from past issues of *Easyriders*, Shannon's distinctive style is all over this burgundy brawler—a style you may have recognized from the four or five other Chopp Shop bikes that have graced our fine pages. Shannon's

smooth, yet aggressive pro-street sleds have been the favorite of many eager customers who come to the shop knowing what they'll get when the bike is finished. The bike here is no exception, a rolling tribute to that magic that happens when the prospective customer gives the builder complete freedom to run wild with their talents and ideas.

This beauty was crafted from scratch in just three weeks with the dedicated Chopp Shop crew pulling long hours and staying on schedule. Shannon is quick to point out that without his guys, a bike like this couldn't happen in such a short time, much less at all. That's high praise from any employer and there's no shortage of it at The Chopp Shop. After all, in spite of what we see on television, one man can't do everything himself.

Shannon really wanted to create a burgundy-colored bike, choosing the color as his theme and blending his favorite tricks and styles into it. He wanted to show off as much of the massive rear tire as possible and at the same time, create a bike that was aggressive looking. As you might expect, some of these trick parts are being developed into The Chopp Shop's own product line so that you can get a piece of the action for your own sled. Keep a lookout for new handlebars, belt covers, headlights and top motor mounts, as well as Shannon's own line of tricked-out exhaust pipes.

For a bike builder, there's no greater reward than having total freedom to build a scoot as they see fit, from start to finish. Having the customer give their enthusiastic nod of approval and the final payment aren't bad things either. Keep your well-trained eyes on the lookout for Shannon's next sled. Likely you'll recognize it before we even tell you who built it. —*Wordman*

Owner: Shannon Davidson
City: Taylorsville, North Carolina
Designer: Shannon Davidson/ The Chopp Shop

GENERAL
Fabrication: The Chopp Shop
Year and make: 2004 Chopper
Model: custom
Assembly: The Chopp Shop
Time: two months
Chroming: S&H

ENGINE
Year: 2004
Model: TP Engineering
Ignition: Crane
Displacement: 121-cubic inches
Lower end: TP Engineering
Balancing: TP Engineering
Pistons: TP Engineering
Heads: TP Engineering
Cam: TP Engineering
Lifters: JIMS
Carb(s): Mikuni
Air Cleaner: Wimmer
Pipes: TCX

TRANSMISSION
Year: 2004
Make: Baker 6-speed
Shifting: Foot

PAINTING
Painter: The Chopp Shop
Color: Brandywine
Type: House of Kolor

FRAME
Year: 2004
Builder: War Eagle
Type: custom
Rake: 54-degrees
Stretch: 8-inches
Shocks: Progressive

ACCESSORIES
Bars: The Chopp Shop
Handlebar controls: PM
Fender(s): Fat Katz/The Chopp Shop
Headlight: Headwinds
Taillight: Arlen Ness
Speedo: Dakota Digital
Pegs: PM
Electrics: The Chopp Shop
Gas tank: Fat Katz/The Chopp Shop
Oil Tank: The Chopp Shop
Oil system: The Chopp Shop
Primary cover: Primo
Seat: High Rollers
Mirrors: Wicked Image
Grips: Performance Machine

FORKS
Type: Inverted
Extension: 4-over
Builder: Thunder Cycle

WHEELS
Size: 21-inch front, 18-inch rear
Hub: Performance Machine
Tires: Metzeler
Brakes: Performance Machine
Photos: Brad Patton

DNA
SPRINGERS JUST GOT
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COMPLETE FRONT END INCLUDES:
◆ Beefy Bars
◆ Billet Top Risers
◆ Chopper Headlight w/Mount
◆ Axle
◆ With or without Fender Tabs
AVAILABLE SIZES:
◆ 2 Over & Under
◆ 4, 6, 8, 10, 12, 14 OVER
◆ NEW 16 & 18 OVER
CHROME OR BLACK POWDER COAT FINISH AVAILABLE
NEW
REMOVABLE Fender Tabs
Patent Pending
Distributed By: Global Motorsports, Midwest Motorcycle, Biker's Choice, V-Twin, Mid-USA Motorcycle
TRYDNA.COM | Tel:310.767.4070 Toll:800.608.4446

Happenings

ALABAMA

Saints MC New Years Day Ride
Date: Jan. 1
Place: Huntsville
Info: www.saints-mc.com

ICVMC II Corps 4th Annual Chili Cookoff
Date: Feb. 25
Place: Montgomery
Info: www.alcoc.com

ARIZONA

Motorcycle Swap Meet
Date: Jan. 29
Place: Grand Inn Hotel, Peoria
Info: 602 434-9581

23nd Annual Florence Prison Run
Date: Feb. 6
Place: Yolanda's, Florence
Info: HAMCMesa.com

37th World of Wheels
Date: Mar. 13-15
Place: Phoenix Civic Plaza
Info: 602-708-3024

10th Annual Arizona Bike Week
Date: Mar. 31- Apr. 9
Place: Scottsdale
Info: 480-704-1142
www.azbikeweek.com

ARKANSAS

Toy Run
Date: Dec. 17
Place: Pawnbusters, Conway
Info: 501-327-9950,

CALIFORNIA

LMRA Loma Linda Toy Run
Date: Dec. 18
Place: Loma Linda
Info: 951-678-9410

CHOC Toy Run.
Date: Dec. 24
Place: Children's Hospital, Irvine
Info: www.ochog.org

Easyriders Bike Show
Date: Jan. 7-8
Place: Fairplex, Pomona
Info: 800-962-9857
www.easyridersevents.com

Easyriders Bike Show
Date: Jan. 14-15
Place: Sacramento
Info: 800-962-9857
www.easyridersevents.com

Rod Custom & Motorcycle Show
Date: Jan. 13-15
Place: Cow Palace, San Francisco
Info: 209-744-8090
www.rpprodinc.com

Grand National Roadster Show
Date: Jan. 20-22
Place: Fairplex, Pomona
Info: 877-236-0632
www.hotrodshows.com

Autorama
Date: Feb. 10-12
Place: Cal Expo Fairgrounds, Sacramento
Info: 877-236-0632
www.hotrodshows.com

Bikers For Education Ride
Date: Apr. 8
Place: Fallbrook
Info: www.BRERIDE.com

Ride, Strive & Roll
Date: Apr. 9
Place: Veteran's Hospital, La Jolla
Info: 800-423-2778
www.caldiegopva.org

COLORADO

M/C Show & Swap
Date: Jan. 28-29
Place: Nat'l Western Complex, Denver
Info: 719-269-1721
www.comotorcycle showandswap.com

34th Annual Tri-State Swap Meet
Date: Feb. 4-5
Place: Nat. Western Stock Show Complex. Denver
Info: www.tristate swapmeet.com

16th Super Show & Swap
Date: Feb. 18-19
Place: Phil Long Expo Center Colorado Springs
Info: 719-487-8005
pro-promotions.com

Easyriders Bike Show
Date: Apr. 8
Place: Convention Center, Denver
Info: 800-962-9857
www.easyridersevents.com

CONNECTICUT

NE Motorcycle Expo
Date: Jan. 7-8
Place: Hartford
Info: 877 BIKEXPO
nemotorcycleexpo.com

FLORIDA

Automania Classis, Rod, Custom, & Bike Shows
Date: Jan. 29
Place: Ocala Regional Sportsplex
Info: 352-854-5692
www.automania carshows.com

Webster Cycle Swap Meet
Date: Feb. 5
Place: Webster
Info: 800-832-3477
www.cyclemeet.com

Daytona Bike Week
Date: Mar. 3-12
Place: Daytona.
Info: www.officialbike week.com

2nd Annual Support The Troops Run
Date: Mar. 25
Place: Palm Beach, Pompono H-D
Info: 561-373-7676

GEORGIA

Born Losers MC New Year's Party
Date: Dec. 31
Place: Lithonia
Info: 770-486-1975

ABATE of Georgia Swap Meet & Bike Show
Date: Jan. 22
Place: Lakewood Fairgrounds, Atlanta
Info: 404-294-8900
www.abatega.org

Great American Motorcycle Show
Date: Feb. 10-12
Place: North Atlanta Trade Center, Norcross
Info: 770-279-9899
www.northatlanta tradecenter.com

14th Annual M/C Show
Date: Feb. 16-19
Place: Galleria Mall, Centerville
Info: 478-318-9783
www.maconhog.com

ABATE of Georgia Swap Meet & Bike Show
Date: Feb. 26
Place: Lakewood Fairgrounds, Atlanta
Info: 404-294-8900

Motorcycle Show
Date: Mar. 17-19
Place: Cobb Galleria, Atlanta
Info: 800-331-5706
motorcycleshows.com

ILLINOIS

Polar Bear Run
Date: Jan. 1
Place: Blondie's Bar, Paris
Info: 812-841-1073
www.heritagetrailabate. homestead.com

22nd Annual Supercycle Show & Parts Expo
Date: Feb. 4-5
Place: McCormick Place North, Chicago
Info: 262-835-9509
supercycleshow.com

Motorcycle Show
Date: Feb. 10-12
Place: Donald E. Stevens Convention Center
Info: 800-331-5706
motorcycleshows.com

Swap Meet & M/C Show
Date: Feb. 19
Place: Prairie Capital Convention Center, Springfield
Info: 800-87-ABATE
www.abate-il.org

Swap Meet & M/C Show.
Date: Apr. 2
Place: Center, Collinsville
Info: 800-87-ABATE
www.abate-il.org

INDIANA

25th Annual Hangover Rally
Date: Jan. 1
Place: Mid-West MC Clubhouse, Indianapolis.
Info: midwestmc.com

Indiana Motorcycle Expo
Date: Feb. 23-26
Place: Indiana State Fairgrounds, Indianapolis
Info: 317-546-4344
indianamotorcycleexpo.com

IOWA

Christmas Bus Tour
Date: Dec. 17
Place: ABATE D-4
Info: 515-210-5668

37th Rod & Custom Show
Date: Feb. 25
Place: Monticello Berndes Center
Info: 319-465-5119; 319-465-5380
www.rodandcustom carshow.com

KENTUCKY

Freedom Fighters Forum
Date: Jan. 20-21
Place: Owensboro
Info: 800-68-CYCLE
www.kmakba.com

LOUISIANA

Jennings Lions Club Poker Run
Date: Mar. 25
Place: I-10 Park, Jennings.
Info:337-616-8120

Laissez Les Bon Temps Rouler
Date: Apr. 7-9
Place: Jefferson Davis Fair Grounds, Jennings
Info: 713-824-7298; 713-899-0296.

Blast on the Bayou Motorcycle Rally
Apr. 20-23
Place: Lafayette
Info: 337-365-4277
www.blastrally.com

MARYLAND

Mid-Atlantic MC Show
Date: Feb. 10-12
Place: State Fairgrounds, Timonium
Info: 410-561-7323
www.cycleshow.net

Winter Bash
Date: Feb. 11
Place: Washington County ABATE
Info: www.abate-of-mary land.org

Sadie Hawkins Dance
Date: Feb. 25
Place: Carroll County Chapter ABATE
Info: www.abate-of-mary land.org

Turkey Shoot
Date: Feb. 26
Place: Frederick County Chapter ABATE
Info: 301-898-1091
www.abate-of-maryland-frederick.org

Turkey Shoot
Date: Mar. 19
Place: Frederick County Chapter ABATE
Info: 301-898-1091
www.abate-of-maryland-frederick.org

Blessing of the Bikes
Date: Apr. 2
Place: Frederick County Chapter ABATE
Info: 301-898-1091
www.abate-of-maryland-frederick.org

Scenic Tour Poker Run
Date: Apr. 15
Place: Washington County Chapter ABATE
Info: www.abate-of-mary land.org

Blessing of the Bikes
Date: Apr. 23
Place: Carroll County ABATE
Info: www.abate-of-mary-land.org

MASSACHUSETTS

NE Motorcycle Expo
Date: Jan. 14
Place: Shriner's Auditorium, Wilmington
Info: 877-245-3976
nemotorcycleexpo.com

1st Annual Springfield MC Show
Date: Jan. 20
Place: Eastern States Exposition, W. Springfield
Info: 413-467-2171
osegmotorcycle.com

4th Annual Valentine's Day Party
Date: Feb. 4
Place: MMA District III
Info: massmotorcycle.org

NE Motorcycle Expo
Date: Feb. 3-5
Place: World Trade Center, Boston
Info: 877-245-3976
nemotorcycleexpo.com

MICHIGAN

Horseshoes For PAC
Date: Dec. 17
Place: Region 18.
Info: www.abateofmichi-gan.org

Motorcycle Show
Date: Jan. 7-9
Place: Rock Financial Showplace, Novi
Info: 800-331-5706
motorcycleshows.com

Custom Motorcycle Show
Date: Jan. 20-22
Place: Birch Run Expo Center
Info: 800-316-9928, 989-624-0192
www.michiganshows.com

Motorcycle Swap Meet
Date: Jan. 29
Place: Lansing Center
Info: 800-968-4242
motorcycleswap.com

Motorcycle Swap Meet
Date: Feb. 26
Place: State Fairgrounds, Detroit
Info: 800-968-4242
.motorcycleswap.com

Giant M/C Swap Meet
Date: Mar. 12
Place: Perani's Arena, Flint
Info: 800-968-4242
motorcycleswap.com

Motorcycle Swap Meet
Date: Apr. 9
Place: Detroit State Fairgrounds
Info: 800-968-4242;
.motorcycleswap.com

MINNESOTA

Motorcycle Show
Date: Feb. 3-5
Place: Minneapolis Convention Center
Info: 800-331-5706
motorcycleshows.com

MISSISSIPPI

East Central Toy Run
Date: Dec. 17
Place: Meridian.
Info: www.msabate.com

MISSOURI

M/C Swap Meet
Date: Feb. 12
Place: Fairgrounds, Sedalia
Info: 816-456-4415
www.jwswapmeet.com

M/C Swap Meet
Apr. 23
Place: Twin Drive In Theater, Independence
Info: 816-456-4415
www.jwswapmeet.com

NEVADA

Laughlin River Run
Apr. 19-23
Place: Laughlin
Info: 714-694-2800; 800-357-8223
laughlinriverrun.com

NEW HAMPSHIRE

NE Motorcycle Expo
Date: Jan. 28-29
Place: Rockingham Park, Salem
Info: 877-245-3976
nemotorcycleexpo.com

31st Annual NHMRO Flea Market
Date: Apr. 23
Place: Hopkinton State Fairgrounds
Info: 603-437-9464
www.NHMRO.org

NEW JERSEY

Motorcycle Spectacular
Date: Jan. 21-22
Place: Garden State Expo, Somerset
Info: 386-252-3101
www.cycleprousa.com

NE Motorcycle Expo
Date: Feb. 11-12
Place: Garden State Expo, Somerset
Info: 877-245-3976
nemotorcycleexpo.com

NEW MEXICO

3rd Annual Bike Super Show
Date: Mar. 17-19
Place: Expo, Albuquerque
Info: 505-220-2703
www.route66drags.org

NEW YORK

Xmas Party
Date: Dec. 17
Place: ABATE Eastern Suffolk
Info: 631-924-1053
abateofnyeasternsuffolk.org

Christmas Party
Date: Dec. 17
Place: Onondaga Chapter ABATE.
Info: www.onondaga countyabate.org

Toy Run
Date: Dec. 18
Place: Onondaga Chapter ABATE.
Info: www.onondaga-countyabate.org

Open House
Date: Dec. 26
Place: H-D, New Rochelle
Info: 914-632-NRHD

Polar Bear Ride
Date: Jan. 1
Place: H-D, New Rochelle
Info: 914-632-NRHD
www.nrhd.com

Motorcycle Show
Date: Jan. 20-22
Place: Javits Convention Center, NYC
Info: 800-331-5706
motorcycleshows.com

AM-Jam Tattoo Expo
Date: Jan. 20-22
Place: Holiday Inn, Liverpool
Info: 518-893-2273
www.am-jam.com

88th Annual Crotona Midnight Run
Date: Feb. 11
Place: Nathan's Kohl Parking Lot, Yonkers
Info: www.ramapomc.org

NORTH CAROLINA

Easyriders Bike Show
Date: Feb. 11-12
Place: Memphis
Info: 800-962-9857
www.easyridersevents.com

4th Annual Patriot Run and Party
Date: Apr. 1
Place: Ft Bragg NC.
Info: www.vnvmcnc.org
armyfisherhouses.org

Spring Rally
Apr. 14-16
Place: Maggie Valley Festival Grounds
Info: 828-298-1683
www.chdda.com

OHIO

ABATE Christmas Party
Date: Dec. 17
Place: Location TBA
Info: 513-575-1582
www.region5abate.com

ABATE Madison County Christmas Party
Date: Dec. 17
Place: London
Info: 937-246-2089
www.abate.com

Walneck's Swap Meet
Date: Jan. 8
Place: Clark County Fairgrounds, Springfield
Info: 630-985-2097
www.walneckswap.com

Motorcycle Show
Date: Jan. 27-29
Place: Cleveland
Info: 800-331-5706
motorcycleshows.com

Easyriders Invitational Bike Show
Date: Feb. 17-19
Place: Veteran's Memorial, Columbus
Info: 800-962-9857
www.easyridersevents.com

Walneck's Swap Meet
Date: Mar. 26
Place: Springfield
Info: 630-985-2097
www.walneckswap.com

OKLAHOMA

9th Annual Oklahoma M/C Show
Date: Jan. 21- 22
Place: Oklahoma City
Info: 816-456-4415
www.jwswapmeet.com

M/C Swap Meet
Date: Feb. 26
Place: State Fair Park, Oklahoma City
Info: 816-456-4415
www.jwswapmeet.com

M/C Swap Meet
Date: Apr. 30
Place: State Fair Park, Okahoma City
Info: 816-456-4415
www.jwswapmeet.com

OREGON

Toy Run
Date: Dec. 11
Place: Salem
Info: 503-791-1640
www.abateoforegon.net

Rod and Custom Show
Date: Feb. 17-19
Place: Portland Expo Center
Info: 877-236-0632
www.hotrodshows.com

PENNSYLVANIA

Chapter Christmas Party
Date: Dec. 17
Place: ABATE Indiana Co.
Info: indiana.abatepa.org

Motorcycle Parts Extravaganza
Date: Jan. 15
Place: Memorial Hall East, York
Info: 386-252-3101
www.cycleprousa.com

Northeast M/C Expo
Date: Mar. 18-19
Place: Pennsylvania Expo Center, Allentown
Info: 877-245-3976
nemotorcycleexpo.com

RHODE ISLAND

Appreciation Days
Date: Dec. 16-17
Place: Ocean State H-D, Warwick
Info: 401-781-6866
www.oceanstatehd.com

SOUTH CAROLINA

Heritage Motorcycle Rally
Date: Apr. 7-16
Place: Charleston
Info: 843-767-4258
heritagemotorcyclerally.com

TENNESSEE

Music City MC Show & Expo
Date: Jan. 14-15
Place: Nashville
Info: 615-847-2874
www.appleton motorcycle.com

Easyriders Bike Show
Date: Feb. 4
Place: Memphis
Info: 800-962-9857
www.easyridersevents.com

4th Annual Spring Thaw Swap Meet & Bike Show
Date: Mar. 25
Place: TN Expo Center, Smyrna
Info: 615-364-1828
www.bikerdesigns.com

TEXAS

DePelchin Toy Run
Date: Dec. 17
Place: Stafford.
Info: www.houstar.org

Easyriders Bike Show
Date: Mar. 24
Place: Dallas
Info: 800-962-9857
www.easyridersevents.com

Morning Glory Ranch Benefit Run
Date: Mar. 25
Place: Morning Glory Ranch, Wharton
Info: 979-531-0522
www.morning gloryranch.org

UTAH

Randy's B-Day
Date: Dec. 17
Place: Barbary Coast. South Salt Lake
Info: 801-232-2949
www.barbarycoast saloon.com

Christmas Party
Date: Dec. 18
Place: ABATE Davis.
Info: abateofutah.org

Novell's New Year's Eve Party
Date: Dec. 31
Place: Barbary Coast, South Salt Lake
Info: 801-232-2949
www.barbarycoast saloon.com

VIRGINIA

Motorcycle Lobby Day
Date: Jan. 15-16
Place: Richmond
Info: 800-437-9434
www.vcomonline.org

Mid-Atlantic MC Spectacular
Date: Feb. 4-5
Place: Dulles Expo Center, Chantilly
Info: 386-252-3101
www.cycleprousa.com

Northeast MC Expo
Date: Feb. 18-19
Place: Fredericksburg Expo Center
Info: 877-245-3976
nemotorcycleexpo.com

WASHINGTON

Roadster Show
Date: Mar. 3-5
Place: Qwest Field Event Center, Seattle
Info: 877-236-0632
www.hotrodshows.com

WASHINGTON DC

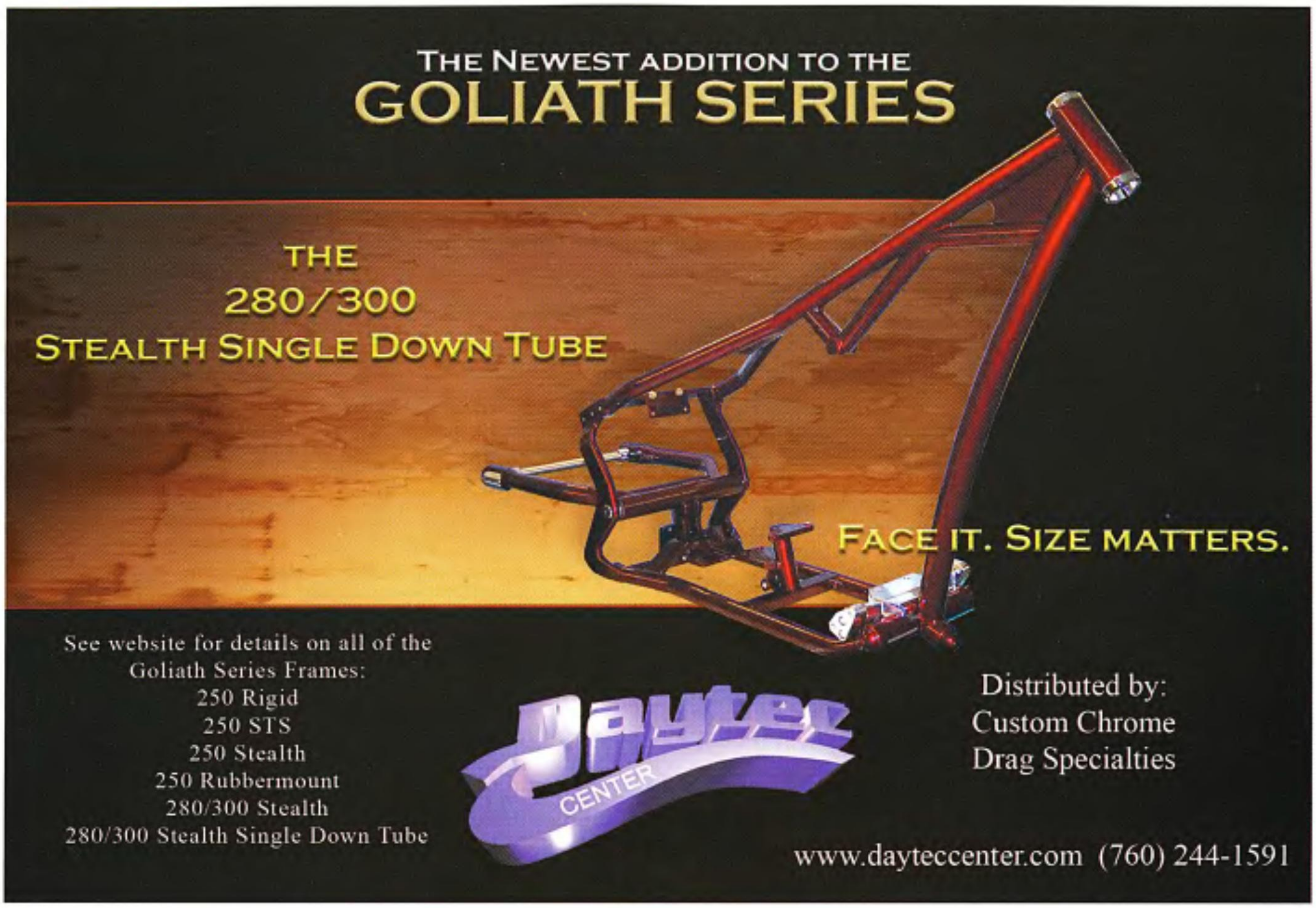
Motorcycle Show
Date: Jan. 7-9
Place: Washington Convention Center
Info: 800-331-5706
motorcycleshows.com

WYOMING

All Biker Christmas Party
Date: Dec. 17
Place: Eagles Club, Cheyenne.
Info: www.abateof wyoming.org

4th Annual Y2K Poker Run
Date: Jan. 1
Place: Torrington
Info: 307-532-7120
www.abateofwyoming.org

To have your event or organization listed, get the info to us at least four months in advance. We're as accurate as possible, but dates can change, so check with the sponsors first. What's Happenin', P.O. Box 3000, Agoura Hills, CA 91376-3000 Fax: 818-889-1252; www.easyriders.com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Investment News

H-D SETS EARNINGS RECORDS

Harley-Davidson, Inc. (NYSE: HDI) recently announced record earnings for its third quarter ending September 25, 2005. Third quarter diluted earnings per share (EPS) were 96 cents, a 24.7% increase compared with 77 cents last year. Net income for the quarter was $265 million, up $36 million or 15.7%. Revenue for the quarter was $1.43 billion compared to $1.30 billion in last year's quarter.

"Harley-Davidson had a great third quarter," said Jim Ziemer, CEO of Harley-Davidson. "Our motorcycles sold at a brisk pace in all of our worldwide markets. In the U.S., retail sales of Harley-Davidson motorcycles rose 12% during the quarter, and in Europe and Japan, retail sales were up 11.5% and 13%, respectively. Year-to-date, Harley-Davidson worldwide retail sales were up approximately 7%."

"We are pleased with these third quarter retail sales results and the positive response to our exciting line of 2006 motorcycles," said Ziemer. "We introduced six brand new models and made significant enhancements to each of our motorcycle families this year and the changes have been very well received by all of our dealers, the motorcycle press and our retail customers. Our third quarter results keep us on track with our previously disclosed guidance for 2005 and move us closer to achieving the Company's 20th consecutive year of record revenue and earnings," said Ziemer.

"Harley's current performance is outstanding and we have great new products and customer experiences planned for the next year. However, as we look ahead we are watching the economy carefully. Given the uncertainty related to consumer confidence, increasing fuel prices and rising interest rates, we are setting a shipment target range of 348,000 to 352,000 motorcycles for 2006. Consistent with this more conservative outlook, we are also broadening our long-term guidance on wholesale unit growth to 5- to 9% annually. This will support an annual earnings per share growth target in the range of 11- to 17%," said Ziemer.

Motorcycles and Related Products Segment - Third Quarter Results

Third quarter revenue from Harley-Davidson motorcycles was $1.11 billion, an increase of $113.6 million or 11.4% over last year. Worldwide wholesale shipments of Harley-Davidson motorcycles in the third quarter totaled 87,585 units, up 8.7% from the same period last year. The company's 2005 shipment target for Harley-Davidson motorcycles remains at 329,000 units.

Third quarter revenue from Parts & Accessories (P&A), which consists of Genuine Motor Parts and Genuine Motor Accessories, totaled $231.2 million. This is a 3% increase, or $6.8 million more than the same quarter a year ago.

Third quarter revenue from General Merchandise, which consists of MotorClothes apparel and collectibles, totaled $64.5 million, up 5.1% or $3.2 million over the same period last year.

Growth rates for P&A and General Merchandise fluctuate from quarter to quarter. However, for the long term the company expects the growth rate for P&A revenue to be slightly higher than Harley-Davidson's motorcycle unit growth rate and the General Merchandise revenue growth rate is expected to be lower than the motorcycle unit growth rate.

Third quarter gross margin improved to 39.2% of revenue in 2005 compared to 38% of revenue in 2004. The increase in margin was primarily driven by a favorable motorcycle product mix. Consistent with the higher gross margin, operating margin increased to 25.6% in 2005 from 23.6% in 2004.

MOTORCYCLE RETAIL DATA

During the third quarter, worldwide retail sales of Harley-Davidson motorcycles grew to a little over 12%. Sales of Harley-Davidson motorcycles outpaced the total industry in each of the Company's major markets.

On a year-to-date basis, Harley's global motorcycle sales were up just 5% in the U.S., a little over 19% in Europe and just over 11% in Japan.

Industry-wide sales in the 651+cc segment in the U.S. were up 4.3% year-to-date. Through August, retail sales in Europe were down 1.4% and in Japan, they were down 1.5%.

Sounds to me like they *still* had a good year. *—Hawg Dawg*

Once Again: Education, Not Legislation

Motorcycle deaths and injuries declined in California in 2004. Motorcyclists say the decrease is due to the excellent California Motorcyclist Safety Program (CMSP), not because of the mandatory helmet law. The CMSP has graduated over 350,000 riders since 1985, and they believe the 4% decrease in accidents accounts for the decrease in fatalities, despite a 12% increase in registrations between 2003 and 2004. Even though the death rate for 2004 is down to 3.71 per 100 motorcycle accidents, it's higher than the pre-helmet law rate of 3.22 deaths per 100 motorcycle accidents. It's time for state governments to realize that education is the key...and always has been.

—John Paliwoda, Exec. Director, California Motorcycle Dealers Association

2005 GRAND NATIONALS WINNERS LIST, CHILLICOTHE, OHIO

EVENT	RIDER	CITY/STATE	POINTS
Slow Race			
1.	Jason Tabor	Canton, Ohio	200
2.	Robert Tabor	Canton, Ohio	150
3.	Gus Tarr	Canton, Ohio	100
4.	Moggie Levingston	Mansfield, Ohio	50
Wienie Bite			
1.	Robert Tabor	Canton, Ohio	100
	Stacey Case	New Philadelphia, Ohio	100
2.	Troy Fitzsimmons	Eldred, Pennsylvania	75
	Kelly Sherwood	Eldred, Pennsylvania	75
3.	Gus Tarr	Canton, Ohio	50
	Kelly Hazlett	Canton, Ohio	50
4.	Jason Tabor	Canton, Ohio	25
	Nicky Abel	Canton, Ohio	25
Potato Haystack			
1.	Gus Tarr	Canton, Ohio	100
	Kelly Hazlett	Canton, Ohio	100
2.	Steve Kuszek	East Berlin, Connecticut	75
	Terry Smith	East Berlin, Connecticut	75
3.	Stan Leiter	Saranac, Michigan	50
	Amy Leiter	Saranac, Michigan	50
4.	Jason Tabor	Canton, Ohio	25
	Nicky Abel	Canton, Ohio	25
Keg Derby			
1.	Robert Tabor	Canton, Ohio	200
2.	Gus Tarr	Canton, Ohio	150
3.	Jason Tabor	Canton, Ohio	100
4.	Steve Kuszek	East Berlin, Connecticut	50
Barrel Race			
1.	Robert Tabor	Canton, Ohio	200
2.	Gus Tarr	Canton, Ohio	150
3.	Jason Tabor	Canton, Ohio	100
4.	Jim Albney	Richmond, Virginia	50
Brain Buster			
1.	Gus Tarr	Canton, Ohio	100
	Kelly Hazlett	Canton, Ohio	100
2.	Stan Leiter	Saranac, Michigan	75
	Amy Leiter	Saranac, Michigan	75
3.	Robert Tabor	Canton, Ohio	50
	Stacey Case	Canton, Ohio	50
4.	Jason Tabor	Canton, Ohio	25
	Nicky Abel	Canton, Ohio	25
Solo Sled			
1.	Jason Tabor	Canton, Ohio	700
2.	Eddie Austin	Salisbury, North Carolina	400
3.	Robert Tabor	Canton, Ohio	300
4.	Rick Voorhis	Ames, Iowa	150
Gas Trike			
1.	Dwayne Burgess	Salisbury, North Carolina	700
2.	Harold Tabor	Canton, Ohio	400
3.	Robert Tabor	Canton, Ohio	300
4.	R.D. Bousho	White Cloud, Michigan	150
Fuel Trike			
1.	Dano Simmons	Kannapolis, North Carolina	1000
2.	Eddie Austin	Salisbury, North Carolina	600
3.	Steve Cruzan	Tuscola, Illinois	400
4.	Larry Panks	Ionia, Michigan	200

Tire Ride

1.	Robert Tabor	Canton, Ohio	125
	Stacey Case	New Philadelphia, Ohio	125
2.	Stan Leiter	Saranac, Michigan	100
	Amy Leiter	Saranac, Michigan	100
3.	Jim Albney	Richmond, Virginia	50
	Pam Albney	Richmond, Virginia	50
4.	Jason Tabor	Canton, Ohio	25
	Nicky Abel	Canton, Ohio	25

Top Cowboy Robert Tabor

Grand National Champion
1. Robert Tabor

Top Teammate
1. Stacey Case

National Champions
2. Jason Tabor
3. Eddie Austin

Runner-up Teammates
2. Nicky Abel
3. Kelly Hazlett

Rookie of the Year Kelly Hazlett

Jim Albney Award Rob Nurenburg

Ride-In Bike Show

1. Black Widow Cycles	Wellsburg, W.Virginia	2005 Custom
2. Kenny Bray	Middletown, Ohio	1980 HD FXE
3. Joe Woosley	Hebron, Ohio	2004 Big Dog Ridgeback

Tattoo Contest Winners

1. Michael Sayers	Edgenton, Ohio
2. Angel McFarland	Chillicothe, Ohio
3. Tammy Bopp	Cross Lanes, W.Virginia

Big Tom's Winner's List

Top Cowboy Robert Tabor

National Champions
1. Robert Tabor
2. Jason Tabor
3. Eddie Austin

Teammate Champions
1. Stacey Case
2. Nicki Able
3. Kelly Hazlett

Rookie of the Year Kelly Hazlett

Jim Albney Award Rob Nurenburg

Gas Trike	***Slow Race***	***Tire Ride***
1st Dwayne	1st Jason	1st Robert & Stacy
2nd Harold	2nd Robert	2nd Stan & Amy
3rd Robert	3rd Gus	3rd Jim & Pam
4th R.D. Bousho	4th Mogie	4th Jason & Nicki

Keg Derby	***Solo Pulls***	***Brain Buster***
1st Robert	1st Jason	1st Gus & Kelly
2nd Gus	2nd Eddie	2nd Stan & Amy
3rd Jason	3rd Robert	3rd Robert & Stacy
4th Steve Kuszek	4th Rickett	4th Jason & Nicki

Barrel Race	***Potato Hunt***	***Fuel Trike***
1st Robert	1st Gus & Kelly	1st Dano
2nd Gus	2nd Steve & Jen	2nd Eddie
3rd Jason	3rd Stan & Amy	3rd Steve Cruzan
4th Jim Albney	4th Jason & Nicki	4th Larry

Weinie Bite
1st Robert & Stacy
2nd Troy & Kelly
3rd Gus & Kelly
4th Jason & Nicki

For complete coverage of the 2005 Grand Nationals, see Page 36.

Coast To Coast

Biker News

BIKERS AID VICTIMS OF HURRICANE KATRINA: Bikers have big hearts and a willingness to help the less fortunate, and this generosity is particularly evident in the aftermath of Hurricane Katrina, which ravaged the Gulf Coast on August 29th leaving hundreds dead and thousands homeless in the costliest natural disaster ever to strike American soil.

ABATE of Louisiana and ABATE of Mississippi have set up disaster relief funds to aid bikers who are victims of the storm. ABATE of Florida set up a 3-acre shelter in the panhandle for those forced from their homes by the floodwaters and damage.

Rolling Thunder members from their Mississippi chapter went into flooded areas and helped direct distribution of donated necessities to disabled and displaced veterans.

The Christian Motorcycle Association rendered aid to Katrina refugees by serving coffee and offering essential needs in their time of distress.

American Honda announced that the company would make Personal Watercraft, ATVs and off-road motorcycles available to local agencies providing emergency relief efforts in many of the affected areas.

Harley-Davidson announced that it is making a $1 million donation to the American Red Cross Hurricane 2005 Relief Fund for the victims of Hurricane Katrina and will also donate a 2006 touring motorcycle to be used as a fundraiser on *The Tonight Show with Jay Leno*. Celebrity guests will autograph the bike, which will then be placed up for bid on eBay. A similar *Tonight Show* fundraiser to benefit tsunami relief efforts raised $810,000 earlier this year.

Boston Harley-Davidson teamed up with defending World Series champion Boston Red Sox players in hope of raising $1 million through the Rally For Fellow Americans In Need. Two Harleys, one purchased by the team and the other donated by the dealership, were auctioned off. Sox teammates Keith Foulke, John Damon, Kevin Millar and Gabe Kapler all ride Harleys and participated in the fundraising effort. "This is our country and there's a serious tragedy in New Orleans," first baseman Millar says, "and if everybody contributes something, somehow, I think it can work."

GAS HIKES BOOST INTEREST IN TWO-WHEELERS: Motorists tired of paying an arm and a leg for fuel are giving up their gas-guzzling SUVs and cars in favor of a more economical—and more fun—mode of transportation: motorcycles and scooters.

NADAguides.com, a leading vehicle information Web site, announced that during the past three months, more people researched scooter and motorcycle pricing and specifications at its Web site than at any other time during its five-year history. Experts for the company cite high gas prices as a leading cause for the boost in its online motorcycle traffic, saying car, truck and SUV owners are realizing they can dramatically reduce their monthly gas budgets by owning a motorized two-wheel vehicle as an alternate means of travel.

"The motorcycle and scooter market is red hot right now," says Lenny Sims, managing editor at NADAguides.com. During the months of June, July and August 2005, traffic to the motorcycle section of the NADAguides.com site reached 810,901 visitors, an increase of 31% compared to the same time frame a year ago.

So what were the most commonly researched motorcycles on the site during June, July and August of this year? According to the NADA.com, five makes and models zoomed past the competition: 1. Harley-Davidson XL1200C 2. Yamaha YZFR65/C YZF-R6 3. Honda VT750C4 Shadow 4. Honda CBR600F411 5. Honda CBR600RR3. Following are the top three most researched scooters: 1. Honda Silverwing 2. Suzuki Burgman 3. Vespa ET4.

PHILIPPINE CITY BANS HELMETS: While most governments around the world push for laws requiring motorcycle riders to wear helmets, Pagadian City in the Philippines has barred motorcyclists from donning helmets.

CONTINUED ON PAGE 31

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Oceanside, CA
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Penngrove Motorcycle Co.
Pengrove, CA
(707) 665-0136

V-Twin Alley
Salinas, CA
(831) 422-1473

COLORADO
Perkins Motor Company Inc.
Colorado Spgs, CO
(800) 776-6727

FLORIDA
California Cycles
Panama City, FL
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GEORGIA
Big Dog of Atlanta
McDonough, GA
(770) 914-6076

IDAHO
The Roadhouse
Post Falls, ID
(208) 457-1150

IOWA
J&P Cycles
Anamosa, IA
(319) 462-4817

KANSAS
Combs Custom Cycles
Lawrence, KS
(785) 749-1562

MARYLAND
Mojo Industries
Ocean City, MD
(410) 289-3050

MASSACHUSETTS
Rendezvous Leathers
Uxbridge, MA
(508) 278-2566

MICHIGAN
Rocky's Great Outdoors
Burton, MI
(810) 742-5420

MINNESOTA
Dennis Kirk
Rush City, MN
(320) 358-4791

MISSOURI
Cruisin' 66
Springfield, MO
(417) 891-9998

NEW MEXICO
Rio Grande Big Dog
Albuquerque, NM
(505) 830-3279

NEVADA
Exotic Cars at Ceasars Palace
Las Vegas, NV
(702) 735-7700

NORTH CAROLINA
Rezdog Cycles
Cherokee, NC
(828) 497-4723

Liberty Motorcycles
Spruce Pine, NC
(828) 765-3451

OHIO
Big Dog of Columbus
Columbus, OH
(614) 224-9400

PENNSYLVANIA
Knuckleheads Original LLC
Chambersburg, PA
(717) 261-9445

SOUTH CAROLINA
Cycle Connection
Little River, SC
(843) 361-7480

TEXAS
Jim's Cycle Shop
Axtell, TX
(254) 863-5460

Bigg Hogg Clothing Co.
Corpus Christi, TX
(361) 904-0020

Strokers Dallas
Dallas, TX
(214) 357-0707

Bikerz Pit Stop
Gainesville, TX
(940) 612-1877

Big Dog of Houston
Houston, TX
(281) 752-6966

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(540) 674-8171

WEST VIRGINIA
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137 5th Avenue
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(304) 872-1947

CANADA
Annapolis Leather & Lace
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BIKER NEWS CONTINUED

The reason? To prevent crime, of course.

Referring to a local study, Mayor Samuel Co pointed out that 95% of the crimes involving carjackings and shootings were committed by suspects aboard motorcycles complete with either helmets or bonnets to conceal their identity. With the use of helmets now banned, it would be easy to identify suspects who pass along major routes in the city, Co said. Hidden cameras will be set up to capture images of the motorcyclists for easy identification.

So, if this idea works, maybe we should stop arguing the "freedom of choice" statement and start arguing the fact that helmetless riders will cause a drop in crime statistics!

—Bill Bish, NCOM

STATEMENT OF OWNERSHIP, MANAGEMENT AND CIRCULATION

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1. Paid/Requested Outside-County Mail Subs	137,414	125,840
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C. TOTAL PAID CIRCULATION	269,777	264,952
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E. FREE DISTRIBUTION OUTSIDE THE MAIL	3,516	3,633
F. TOTAL FREE DISTRIBUTION	4,264	4,392
G. TOTAL DISTRIBUTION	274,041	269,344
H. COPIES NOT DISTRIBUTED	281,175	252,884
I. TOTAL	555,216	522,228
PERCENT PAID CIRCULATION	98%	98%

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4141 Lincoln Blvd. - Marina Del Rey
310-823-1112

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San Diego
858-614-4312

COLORADO
Thunder Mountain H-D
4250 Byrd Dr.
Loveland
970-493-3137

DELAWARE
Billy Bob's Bike Barn
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302-684-5800

FLORIDA
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17129 U.S. 19 North - Clearwater
727-535-1844

Cycle Lab
1911 S. State Rd. #7
Ft. Lauderdale
954-587-4392

H-D of Miami
19400 N.W. 2nd Ave.
Miami
305-651-4811

Miller's Custom Parts
1863 S. Ridgewood Ave.
S. Daytona
386-761-0858

KANSAS
Bikers Edge
Cycle & Leather
1201 E. Central Av.- Wichita
316-267-6677

MASSACHUSETTS
Dave Frank M/C Sales
81 Bridge St. - Salem
978-744-1025

MICHIGAN
Blackdiamond Choppers Inc.
119 N. Columbus St.-Jackson
517-787-6785

Bubba's Tri-City Cycle
804 S. Huron - Linwood
517-697-5525

MISSOURI
Bikers Paradise
17409-D Chesterfield
Airport Rd - Chesterfield
636-449-5000

NEBRASKA
Butterfield's M/C Parts
8025 Blondo - Omaha
402-391-3768

NEW JERSEY
Kosco H-D
1149 State Route 23 - Kinnelon
973-838-8800

NEVADA
Sinister Cycles
4300 N. Pecos #19 - Las Vegas
702-639-8657

NEW YORK
Light House H-D
670 E. Jerico Turnpike
Huntington Station
631-427-0382

Zack's V-Twin Cycles
799 Violet - Hyde Park
845-229-1177

NORTH CAROLINA
Big Dog of Greensboro
106 College Rd. - Greensboro
336-292-4262

OHIO
Big Dog of Columbus
611 E. Broad St. - Columbus
614-224-9400

F&S Motorcycle Sales
7220 Dixie Hwy. - Dayton
937-898-8084

TEXAS
Strokers Dallas
9304 Harry Hines Bl. - Dallas
214-357-0707

VIRGINIA
Shenandoah H-D
2800-C W. Main St.- Waynesboro
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WASHINGTON
R&R Motor Inc.
2726 Bldg.E. Black Lake Blvd.
Tumwater
360-753-4943

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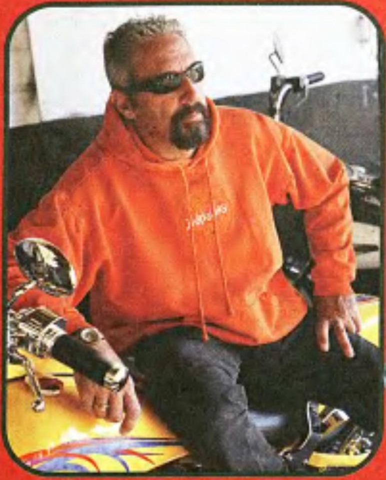
Mischler's H-D & BMW LLC
N. 8131 Kellom Rd - Beaver Dam
920-887-8425

Suburban H-D
139 N. Main - Thiensville
262-242-2464

"I think she's flirting with you!"



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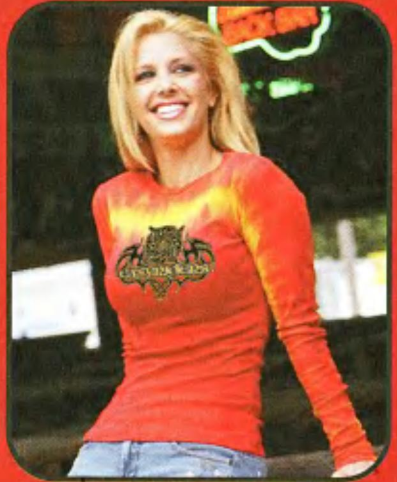

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State	Safety Helmet	State Funded Rider Ed	Eye Protection	Daytime Headlight	Passenger Seat	Passenger Footrests	Passenger Age Limits	Helmet Speakers	Mirrors	Periodic Safety Inspection	Radar Detection	65 (or more) mph Speed Limit
Alabama	r	a		17	c	c			r			√
Alaska	4		15	17	c	c		p	r	r-28		√
Arizona	4	a,12	14	17	c	c			r	r-29		√
Arkansas	6		r	r, 17	c	c			r	r		√
California	r	a, 6,12		17, 21	c	c		25	r	r-28		√
Colorado		a,12	r	17	c	c			r	r-28		√
Connecticut	4, 9	a, 4,12	14	17, 22	c	c			r	r-28		√
Delaware	1,2,5,9	a,4,12,13	r	17	c	c			r	r		√
Florida	32	a,6,12,13	r	r, 17	c	c			r			√
Georgia	r	a,12,13	14	r, 17	c	c		26	r			√
Hawaii	1, 4	a,12	14		c	c	24		r	r		
Idaho	4	a,6		17	c	c						√
Illinois		a, 4,12,13	14	r, 17	c	c			r			√
Indiana	4,9	a,12	4	17,18	c	c						√
Iowa		a, 4,12		17,20	c	c			r			√
Kansas	4	a,12	14	21	c	c			r (left)	r-28		√
Kentucky	3, 6, 9	a,12	r		c	c			r	29		√
Louisiana	r	a,12	14	17	c	c			r (left)	r		√
Maine	7	a,12,13		r	c	c			r	r		√
Maryland	r, 1	a,4,12,13	14		c	c		25	r	30		√
Massachusetts	r	a,12	14	17	c	c		p	r	r		√
Michigan	r	a, 4,12	14,16	17	c	c			r	r-28		√
Minnesota	4, 9	a, 4,12	r	r, 17	c	c		25	r	r-28		√
Mississippi	r									r		√
Missouri	r	a,12		17						r		√
Montana	4	a,12		r, 17	c	c			r			√
Nebraska	r	a,12,13		17	c	c						√
Nevada	r	a,12	14	17	c	c			r			√
New Hampshire	4	a,12	14	17	c	c			r	r		√
New Jersey	r, 1	a	9a	17	c	c			r	r		√
New Mexico	1, 4	a,4,12,13	14	17	c	c			r	r-28		√
New York	r, 1		r	r, 17	c	c		25	r	r		√
North Carolina	r	a		r, 17	c	c			r	r		√
North Dakota	1, 4	a,10		17	c	c			r			√
Ohio	3, 4	a,4	14	17	c	c			r	r, 28		√
Oklahoma	4		14	r, 17	c	c						√
Oregon	r	a,12		r, 17	c	c			r	r, 28		√
Pennsylvania	6	a,12,13	r	r, 17	c	c		26	19	r		√
Rhode Island	3, 6, 8	a, 11,12,13	r		c	c		p	r	r		√
South Carolina	1, 6		14	r, 17	c	c			r	r		√
South Dakota	4	a,12,13	14	17	c	c			r			√
Tennessee	r	a,12	14	r, 17	c	c			r			√
Texas	31	r, 4		17a	c				r	r		√
Utah	4	a,12		17	c	c			r	r		√
Vermont	r, 1	a,12	14	17	c	c			r	r		√
Virginia	r	a,12	14	17	c	c			r	r	p	√
Washington	r	a, 4	14	r, 17	c	c	23		r	r, 28		√
West Virginia	r, 1	a,12,13	r	r	c	c			r	r		√
Wisconsin	4, 9	a,4,12	15	r, 17	c	c			r	r, 28		√
Wyoming	4	a		r, 17	c	c			r			√
Wash DC	r		14	17	c	c			r	r	p	

LEGEND:

√ In effect on designated rural interstate highways

r Required by law

a Available for all eligible applicants

p Prohibited to use or possess

c Required if carrying a passenger

1 Reflectorization required

2 Must have in possession

3 Required for novice riders

4 Required under age 18

5 Required under age 19

6 Required under age 21

7 Required under age 15 with learner's permit or for one year after obtaining license

8 Required for passengers

9 Required for instructional permit holders

10 Required under age 16

11 Required for first-time applicants

12 May waive skills test for successful completion of rider education

13 May waive knowledge test for successful completion of rider education

14 Required by law unless equipped with windscreen

15 Required unless equipped with windscreen that is 15 inches above handlebars

16 Required at speeds over 35 mph

17 Modulating headlight permitted

18 Required for vehicles manufactured after 1/1/56

19 Required for vehicles manufactured after 1/1/75

20 Required for vehicles manufactured after 4/1/77

21 Required for vehicles mfg'd during or after 1978

22 Required for vehicles mfg'd during or after 1980

23 Prohibits passengers under age 5

24 Prohibits passengers under age 7

25 Single earphone only

26 To be used for communication purposes only

27 Required by inspection regulations

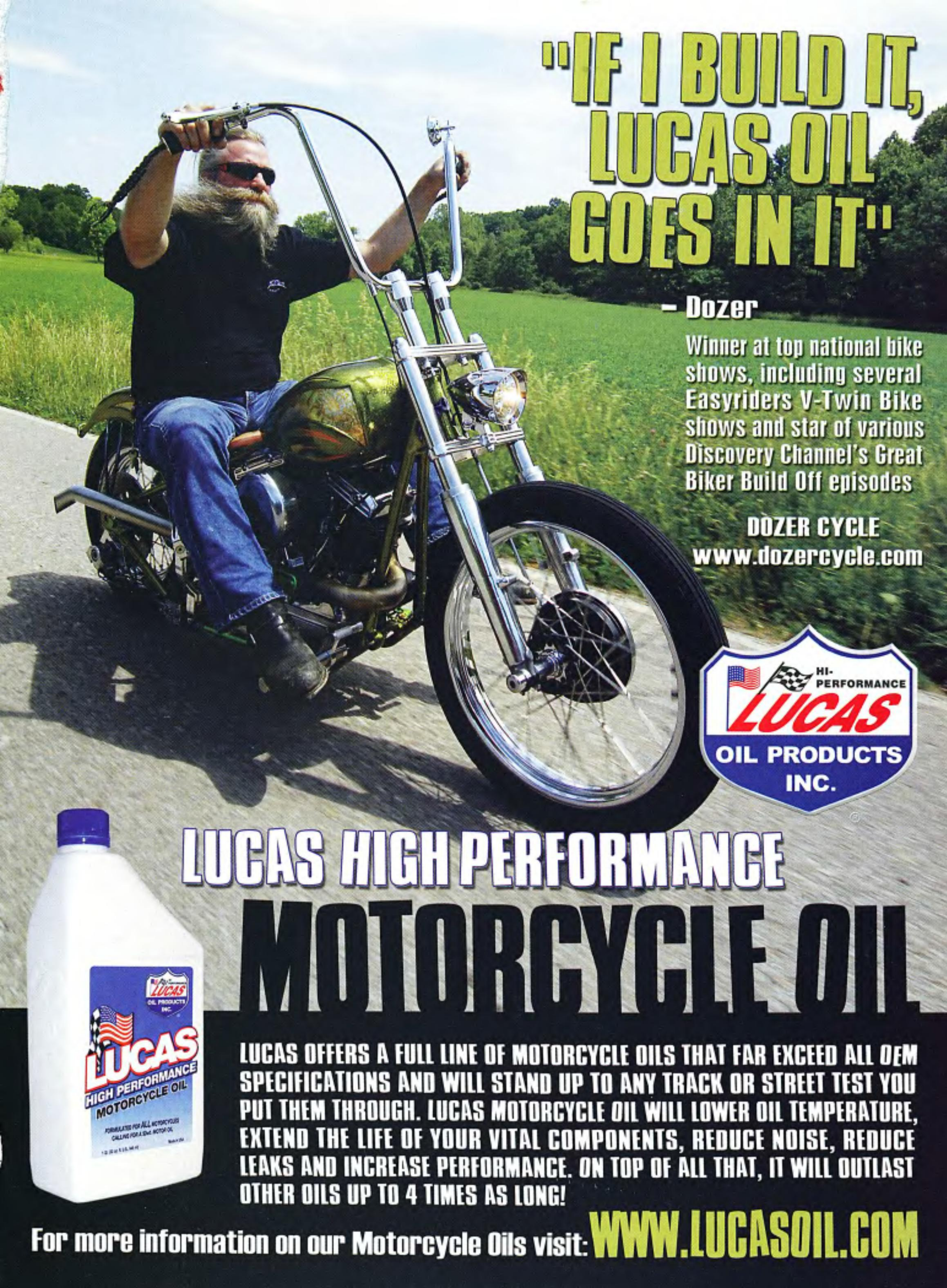
28 Random

29 Annual emissions, some areas

30 Upon title transfer

31 Optional over 18 with proof of $10,000 of medical insurance for bodily injuries.

32 Not required over 21 with a minimum of $10,000 in medical insurance.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– Dozer
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WINNING NEVER SUCKS

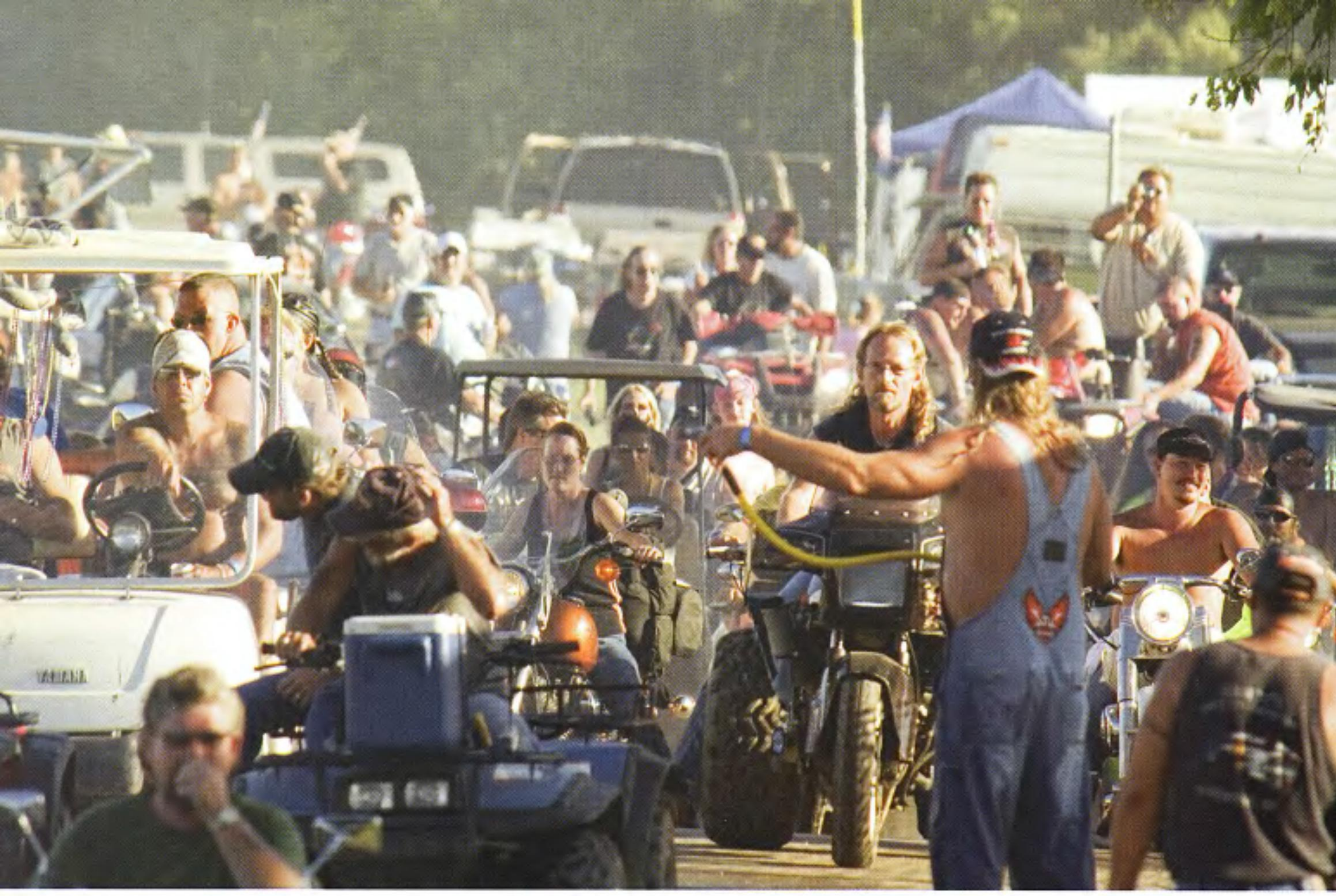
GRAND NATIONAL RODEO

You would think after nearly a decade of throwing dirt on his opponents, Robert Tabor might yawn in an attempt to let the competition catch up and end the boredom of winning. You obviously don't know Robert Tabor of Canton, Ohio. He's a living legend of the Easyriders Motorcycle Rodeo Tour, which just completed its 19th tour of duty this past summer with a raucous roar at the annual Grand Nationals in Chillicothe, Ohio.

I mean, in the past we've seen hotshot riders string together some impressive winning streaks. Guys like Rodeo Ray Tewksbury and current head referee, Gary Freel, ran off consecutive three- and four-year championships before being dethroned, but it was always close. Going into this year's Grand National finals, the only way Tabor could lose was if he started subtracting points, then get lost for the weekend in the zoo adjoining the arena. However, as popular as he is in the Buckeye State, someone surely would've rescued him from his would-be kidnappers. At this rate, it might be the only way to stop the man from Canton.

And how does he always come up with an athletic gal to gather points in the all-important team games events? One comes, one goes, plug her in, wind her up and watch her go into Heisman trophy mode. This year it was his old

runnin' mate, Stacey Case, who took a leave of absence last year to devote more time to her son, Dakota. She got that out of her system, and we're happy to report the boy's doing just fine, stoked that his mom still gets out there and mixes it up and finished on top again this year as the Grand National Champion Teammate. Although she and Robert came into Chillicothe with, oddly enough, something to prove—at least in the Tire Ride. They had earned two firsts and a second until Fowlerville, Michigan, when they were lucky to catch a fourth, in the warm-up to the finals. When these two put their minds to it, they are tough.



They qualified first out of 15, and then kept it rolling by winning what is arguably the most exciting event on Sunday. It's a stroke of luck that Stacey's bro, Earl Gesch, introduced her to the sport of rodeo and the Tabor clan way back when it all started. She dedicates her Grand National performances to late friends Loretta Crihfield and Dave and Pam Miner, while sending special get-well wishes to Maxtin Stone.

All four days of the heavy action was caught on high-res digital by the lensmen at *V-Twin TV*. For a week, the TV crew was all over Ohio, from Canton doing interviews with Team Tabor, to the Ross County Fairgrounds, shooting everything inside and out of the arena. See Page 28 for the Chillicothe Rodeo winners' list.

—Rodeo Raider

Check out *V-Twin TV* on SPEED Channel, starting Tuesday, Nov. 29. Now you can see the stars of the rodeo stirring up the dirt, along with lots of other trick custom stuff each week. Hot Harleys and the maniacs that build, ride, eat, sleep, and drink 'em, will invade your TV set like only *Easyriders* can deliver. Catch your local listings for the exact times for SPEED Channel's airings of the all-new *V-Twin TV* in your area.

Photos: Billy Tinney

So you didn't make it to Chillicothe this year? No worries; *V-Twin TV* will bring it to you. From the wacky barstool races, to the thunderous sled pulling action, our TV crew was on the scene capturing all the action (they even ventured into the zoo—and we're happy to report none went MIA).

Of course, the editing room floor will claim most of the many hours of footage. What ultimately makes the final cut of *V-Twin TV* remains to be seen, but the segments slated to grow from the event involve some well-known and new personalities from Chillicothe.

Two TV segments will profile the Rodeo's first family and long reigning champions, the Tabors. From their quiet homes in Canton, Ohio, to the ear-splitting pits at Chillicothe, we'll follow this grandfather, father and son team as they prepare for, and engage in, battle at the Grand National Championships.

Three camera crews chased down the racing action. And when the track was idle, they could be found discovering other stories destined for *V-Twin TV*, including a profile of everybody's favorite biker gypsy; Beaner (actually, *excusé moi*, he spells it Bean're). What? You don't know who Bean're is? Well, you will. When he's not being mistaken for Rob Zombie, or roaming the country on his scoot, this charismatic, top-hatted, cigar-smoking jack-of-all-trades makes a living on the road odd-jobbing at biker rallies and hob-knobbing with biker celebrities. He was so well-liked by our crew (and countless rodeo folk we filmed him mingling with), that one TV crew member remarked, "I want to be Beaner!" (uhm, that's Bean're to you, pal).

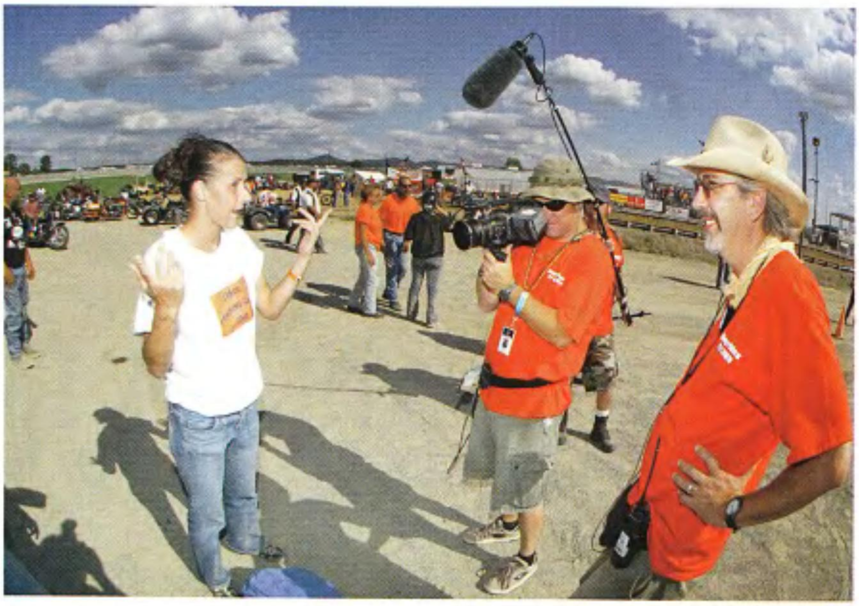
Finally, we just couldn't ignore one new face we encountered at Chillicothe, Bob Boots, a vendor responsible for a particular biker product that we all need, but don't want. Hint: one size fits all, and it goes well with lilies. Tune into season one of *V-Twin TV* to find out why friendly Bob is somebody you only want to do business with once—unless you're Rob Zombie.

—John Starr

Tune in to *V-Twin TV* every Tuesday night on the SPEED Channel. Check local listings for dates and times.

V-TWIN TV AT THE RODEO

WHO KNOWS, YOU MIGHT SEE YOURSELF ON TV!



Images: V-Twin TV

Big Dog Motorcycles' (BDM) inaugural Tornado Rally took off in their hometown of Wichita, Kansas, in early June. Although BDM was the presenting sponsor of the Tornado Rally, the event was for all riders, enthusiasts and anyone looking for a weekend event.

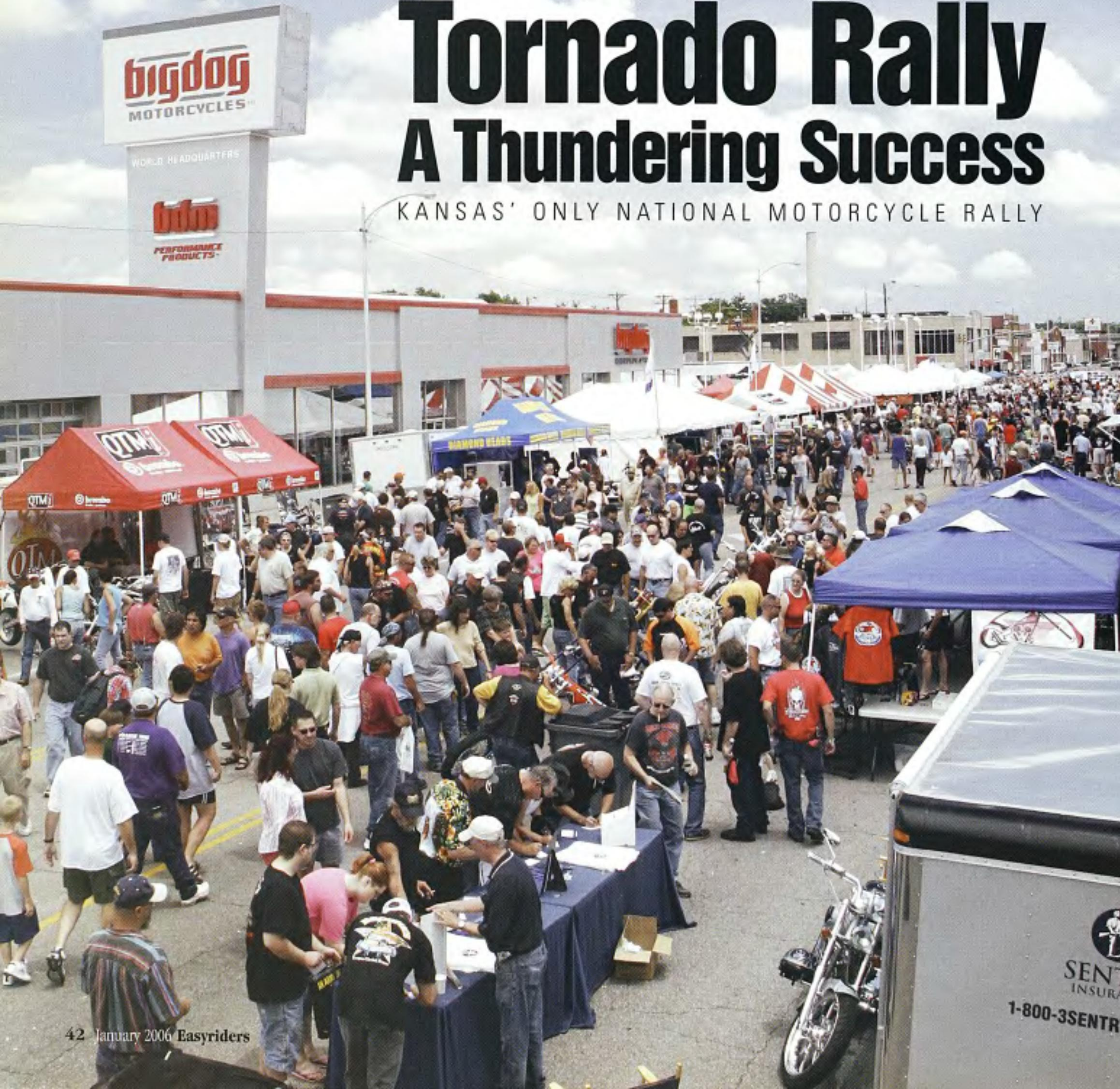
"When developing this new rally," says Paul Hansen, marketing director for BDM, "our ultimate goals were to promote the city—to show the motorcycle community our home—and to thank Wichita for its continued support through the excellent exposure this annual rally could bring. And the event was phenomenal."

According to BDM, over 15,000 attended the two-day rally. While most people were from Kansas and the surrounding region, other states were also represented, including California, Alaska, and Florida. Two of the estimated 4,000 bikes that packed parking lots and city streets were the oldest Big Dogs at the Rally: a 1995 Vintage Classic and the Big Dog with the most miles: a 1995 Pro-Glide with 79,618 miles on the odometer. All brands of motorcycles were represented.

The economic impact for the city of Wichita was estimated to hit between $350,000 and $500,000. The exhibitors and vendors were also pleased and most all plan to return to Wichita next year,

Tornado Rally A Thundering Success

KANSAS' ONLY NATIONAL MOTORCYCLE RALLY



where they'll find an even bigger exhibit space, according to Paul.

John Archer of Briefly Covered Sportswear commented, "This was such a great event. The layout was good and the staff was especially helpful—two things you look at when you exhibit at an event like this one. We're definitely coming back next year."

In addition, over 500 people went for a monster truck ride, thousands waited in long lines for celebrity builders' autographs, and the company easily sold out of the official Tornado Rally T-shirts.

"The support from the city government was also excellent. Leaders, police force, fire and EMS, as well as the Wichita Convention and Visitors Bureau and surrounding neighborhoods, all supported our efforts to build this rally," Paul added. "With all this support, next year's Tornado Rally promises to be even better."

Tornado Rally 2006 is slated for June 10th and 11th. —*Ben L.*

Photos: Ben L.

Ol' Man Winter's back again and when he's here, most folks would rather sit by a cozy fire, sip hot tea, or simply hibernate than brave the frigid outdoors. But Harley-Davidson recognizes that there are some die-hards who, for whatever reason, will be running around with chains slung around their tires and a burning potbelly stove tied to their backs.

It is for those brave souls that Harley has come out with its very own and very stylish winter clothes, and some other holiday-type stuff, like, uh, champagne flutes. Don't they know it's not good to drink and ride?

Anyway, here's a small selection of what they have to offer. If you want to find out more, or if you just want to get those flutes, just surf on over to www.harley-davidson.com.

—Red Baron

DECK THE HALLS WITH H AND D

HARLEY-DAVIDSON, THAT IS

UTOPIA REVERSIBLE JACKET

You don't have to have read Thomas More to enjoy this jacket. Made from 100% down-filled quilted nylon and outfitted with a reversible design, this piece of outerwear is actually two jackets in one. Utopian, ain't it? There's more: cargo pockets, embroidered Harley-Davidson logo graphic on the left chest and the back and one jacket features graphics, the other is more basic. Available from small to triple-XL. What more would you want?

THE DISPATCH

Although there are no official records as to how many rear ends this men's boot has, yes, dispatched so far, guesstimates run into plenty. Why else would you name a boot like that, right? Sure, it could have been named after its full-grain, soft-tumbled leather upper, or its removable, full-length cushion sock lining, or even its inside zipper or polyurethane outsole, but that just wouldn't be as catchy as The Dispatch. They are available from size 7 all the way to 13. Ouch!

CONSTELLATION LAMBSKIN BOMBER JACKET

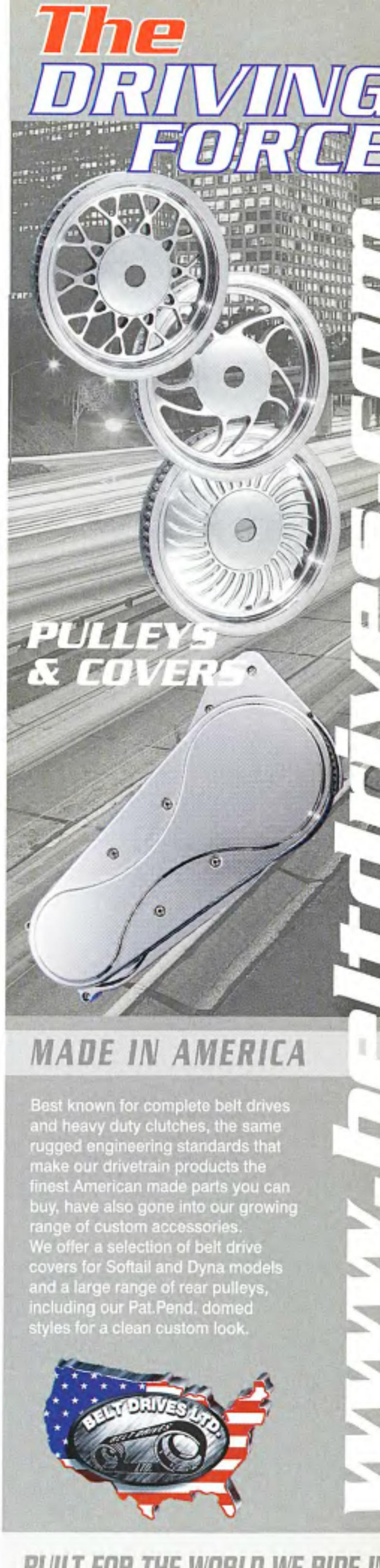
Talk about reaching for the stars! If you're inclined to do so, try it in this Harley-Davidson jacket. It's made to take you far. Whatever mission you may accept, this Constellation Bomber jacket made from soft and tender, lightweight lambskin will make sure that you'll feel as comfortable as possible while doing it. This is thanks to its action back and elastic waist, zippered cuff with snap closure, double-entry hand warmer pockets plus chest pocket, and its removable faux shearling vest liner. Add importance with a metal badge on the left chest and a large "Harley-Davidson" embroidered on your back. Available in small to triple-XL for you big fellas and in tall sizes, too.

LODE STAR WATERPROOF GAUNTLET GLOVES

What will they think of next? These leather gloves for men feature star-shaped, inlayed reflective leather cutouts to increase flexibility and visibility while puttin' down the road. No, you don't wear 'em on your head. Instead, the star-patterned, gel-padded palm of the glove reduces vibration, while its precurved fingers offer additional comfort. Sounds kinky, but Harley says it works. They're also waterproof and elastic at the wrist, and a rubber Harley-Davidson logo adorns the cuffs. Not meant for prostate exams. Available in sizes small to triple-X, and black.

FIRE

Be careful: people will want to throw water at your feet, thinking your feet are burning. They may not realize these western-styled boots with red and orange leather flames crawling up the side aren't really on fire. Lucky for you, they're Goodyear welt construction and have full-grain leather uppers, full-length cushion sock lining and an oil-resistant rubber outsole. If you're a man, sizes 7 to 13 these are for you. If you're a woman, they come in daintier sizes, too, from size 5 to 11.



TWILIGHT LAMBSKIN PANTS

Who doesn't love a woman in leather pants and nothing else? These lightweight lambskin pants with hooker detail...oh, sorry, hook-and-eye detail to the knee, have a lower rise, possibly causing a higher rise. But whatever they do, they are, according to the folks at H-D, the perfect compliment to the Twilight Lambskin jacket and the Twilight Lambskin bustier. Can you see it? Available in sizes 2 to 14 and 16 to 18, and in black.

RIDING PACK STOCKING STUFFER

It's said that unisex is better than no sex at all, so this two-piece gift set includes a beanie hat and full-finger gloves, both items made of wind-resistant and water-resistant fleece. The gloves feature a leather palm for added grip in wet conditions and rubber Harley-Davidson logo graphics. They're packaged in a Harley-Davidson gift box and come from small to triple-XL.

SLEEVELESS CAMI

This sleeveless, 92%t cotton and 8% spandex camisole will keep your woman looking very hot at night and get you even hotter, especially since it comes in flame scarlet. Wow! With the grommet design around her arms and the embroidered Harley-Davidson logo graphic on her front, how can you not lose control? You can't. It's too much, even if it does come in extra-small to extra-large. Now might be a good time to pull out that bottle of champagne we talked about.

MERIDIAN QUILTED DOWN JACKET

Boasting a faux fur (in case you're with PETA) trimmed, removable hood, this jacket is just what the snowman ordered: front pockets keep the hands warm while the rib-knit collar and cuffs keep that nasty winter wind out, even when you're speeding. The embroidered Harley-Davidson logo graphics on the left chest and the right sleeve help make identification easier when your iced-up self is lifted off the bike.

NADIA

With its full-grain leather upper, rubber outsole with Leeward wrapped heel, narrow toe and three decorative leather fringed tassels, you may look like a high-classed, uh, escort from Beverly Hills, but you'll feel like a gold-medal-winning gymnast from…wait, that doesn't work. You'll look like a modern woman who means business, a woman who can hang with the boys, but still oozes femini… Aw, hell, just try 'em on, you'll like 'em. You can get 'em in black, from size 5 to 11.

Talking Tech

THE ULTIMA-TE DECISION

I have found a 120-inch Ultima motor that is very attractive from a pricing standpoint. I'm considering it for my 1997 FXDWG. These engines are still a little new and I can't find anyone who actually owns or has ridden one. Have you heard anything that might help me out? I was also wondering if the performance is as good as Midwest advertises.

Stan Petigrue
Reno, Nevada

Midwest has sold several thousand of these engines. As with all engine manufacturers, there have been a few glitches that were dealt with under warranty. No engine manufacturer that I am aware of can claim zero problems. The question is how the company deals with a problem when one comes up and I've heard no complaints about Midwest. American Heritage Cycle in Endicott, New York, is the only shop I know personally who has dyno'd an Ultima. I spoke with motor man Joe Gazdik, who informed me that the 120-inch Ultima he installed in a Softail cranked out 117 horses with the air cleaner intact, and 120 hp with the filter element removed. Joe used Cycle Shack 2-inch tapered mufflers without baffles and set the ignition advance at 28 degrees total. He adds that the Ultima castings were as good as he'd seen and that the engine was very smooth—probably due in part to the 120's 4.25 x 4.25 "square" configuration. At this point, I would have to agree with Joe that the Ultima is a good buy.

QUIT YER BITCHIN'

I want to put a fairing on my Road King for traveling, but I don't want to spend the money for all new parts from Harley. I am not sure that they would work anyway. Do you know of another non metric-looking fairing that would work and not cost an arm and a leg?

Cal Lofgren
Atlanta, Georgia

You should be able to find a fairing from a shovelhead bagger if you spend a little time nosing around swap meets and friends' garages. Look for one that's a little rough and priced accordingly, since fiberglass repair is pretty basic and you'll probably want to paint it anyhow. You may have to relocate the passing lamps on your King a tad, but otherwise the mounting brackets should be straightforward to fabricate if you're at all handy with tools.

NOT SO SOFT

My Softail beats the living shit out of me on rough roads. I have tried lighter oil in the forks, but that didn't help at all. I have been thinking about putting in Gold Valve Emulators from a company named Race Tech. Are they worth the trouble?

Karl Stratten
Anamosa, Iowa

I'd say yes. The emulators let you adjust the compression of your front fork, which will allow you to soften up the ride without turning your motorcycle into a mush bucket. You would have to disassemble the forks to adjust the emulators, so be sure to follow Race Tech's instructions to the letter when you install them. You will probably want to replace the fork springs while you're at it. Again, follow Race Tech's instructions—they'll tell you how to adjust preload correctly with the spring spacers.

EASYRIDERS YELLOWPAGES

Could you tell me how to get in touch with Ron Finch? I believe he is somewhere in Michigan.

Jim Marshal
Palmerton, Pennsylvania

www.finchscustoms.com.

DUMB AND DUMBER

The top front bracket on my Softail's right-hand gas tank broke. The welder won't touch it unless I stick a lit match in it out in the parking lot to prove to him that it won't blow up. I'm a little jumpy about doing this, to tell you the truth. What is the best way to eliminate any possible gas fumes?

Brian Gleason
Tampa, Florida

The only safe advice is NEVER weld on a gas tank that has had gasoline in it. The consequences of igniting fumes are potentially fatal. If you decide to proceed regardless of this warning (besides being an idiot), fill the tank with water, drain it, blow it out with compressed air, and repeat many, MANY times. Nothing I know of will guarantee your safety, but be sure you can't detect the faintest hint of a gasoline smell before proceeding with your trial by fire.

RUMORS RUN AMUCK

I heard that S&S Cycle will void the warranty if you bead-blast any of their parts. If you just clean everything after you finish, won't that keep you from having problems?

Arch Stanton
Sad Hill, Arizona

Thousands of people with bead-blasted engines are riding around out there and having no problem, but S&S's concerns and stance on bead-blasting—powdercoating, polishing and chrome plating, too— are understandable. Glass-bead residue can go anywhere that's not completely masked off. Multiple thorough cleanings with bore brushes and high-pressure air and water should get rid of the residue unless some happens to have attached itself to a bit of sticky oil, sealant, or whatever. Not all mechanics are as thorough as they could be when cleaning engine parts before assembly. No parts manufacturer would accept responsibility for someone else's negligence. Two potential problems exist with powdercoating. First, parts are usually abrasive-blasted before coating. Second, the temperatures required to cure powder can be high enough to change the physical properties of treated aluminum, or at least high enough to alter the fit of valve seats, guides, and other critical parts. The objection to polishing and plating by unknown sources is that polishing compound residues are abrasive, and careless polishers sometimes alter precision-machined surfaces. Experienced platers and powder coaters such as Sumax have long since mastered these issues, but that's why engine and parts manufacturers sometimes void warranties on parts that are in any way modified by an outside source.

—Tom Johnson

How many times have you sat in your garage, just teetering on an old milk crate and scratching your head over how to do this or that? Well, here's your chance to find the answer—whether you want to hear it or not. Write to Talkin' Tech, P.O. Box 3000, Agoura Hills, CA 91376-3000, or e-mail your question to: wrench@easyriders.net.

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A PASSION FOR PERFORMANCE

ACCURATE ENGINEERING

In the November issue of Easyriders *(No. 389) on Pages 65 through 68, we ran an article on Accurate Engineering. The problem is that the chimpanzee we hired screwed up the last page and all of you loyal readers discovered that the last page repeated copy from the beginning of the story. We promise to replace the chimp with a real person so this will not happen again.*

I explained the problem to the head honcho at Accurate, Berry Wardlaw, and he said, "So, the last page of the article was sorta like a flashback." I told him that was exactly what it was. He just laughed and said, "No problem, I have those all the time." Thanks Berry. And now, here is the correct copy of the story for your perusal. —Phantom

If you're even a mild fan of the shovelhead, panhead or knucklehead motors, then you're likely to know about Berry Wardlaw and his Dothan, Alabama-based company, Accurate Engineering. After all, Berry has been typecast as the leader in bringing the pan and knucklehead back to prominence in the aftermarket.

Well, although Berry and his loyal crew of a dozen technical mercenaries are proud to know that they have led the charge here in America to bring back the engines that made Harley-Davidson great, Accurate Engineering did not originally set out to be the retro-modern hot rod engine kings.

A lifelong motorcyclist and troublemaker, Berry always wanted a knucklehead. Not for causing trouble, mind you, but on one fine day, that being February 1st, 1976, Berry was enjoying two good turns of fortune. For starters, he was getting out of jail that day and it seems as though his mother took pity on him and loaned him the money to buy his dream bike in an effort to cheer him up. Nice. With great thanks, Berry will tell you he's still got that bike in his garage—a 1941 FL knucklehead named "Pearl."

Well, after several stints as a racer, mechanic and professional wanderer, Berry decided to get into wrenching full-time and in 1976 became a good ol' Harley mechanic. And 10 years later Accurate Engineering opened for business in Phoenix. Berry's new shop originally included service and repair, bike building, engine building, machine work, welding and parts sales. The shop was re-opened in Dothan 10 years later after a brief time in Donaldsonville, Georgia.

Accurate Engineering is now a booming business that centers on high-quality engineering and a critical attention to detail both inside the engine and out. Their product line offers an extensive array of engines and options right down to a fully-customized engine build. The Berry Wardlaw Signature Series engines are available in knucklehead, panhead, shovelhead and Harley Evolution-style configurations. Knuckles can be ordered in 93-, 103- and 106-inch displacements.

But what is set to become the flagship of this fleet is the Outlaw 120, Accurate's kickass 120-inch panhead. Need a boost for your bobber? Look no further. The panheads are also available in 103-inch displacements in case you need a little less punch. The shovel and V-twin engines are offered in most all popular sizes from 80 cubes on up. Berry did tell us that a 120 shovel is coming soon, which oughta be a pantload of fun.

Fun, actually, is part of what drives Berry and the Accurate Engineering crew. Berry is an engine enthusiast first and foremost and when a new product, technique or technology is introduced to make his motors run better, longer and faster, he adds it to his mix. Things such as specialized engine coatings, which are usually thought of as high-tech racing wizardry have been used in Accurate's engines for the last 15 years.

Dry film lubricants, thermal barrier, thermal dispersant and ceramic coatings are applied in-house to ensure top performance from every engine. In fact, Accurate's 12,000-square-foot facility houses a complete engine machine shop, welding shop, CNC machinery, chassis and engine dynos, a flow bench and a complete polishing and paint shop.

Equally impressive is the long list of Accurate's customers. Their infamous clientele has included Jay Leno, Hank Young, Indian Larry, Paul Cox and Keino, Billy Lane, Cyril Huze, Tom Langton, Jerry Covington, David Covington, Jesse James, Skunkworx, OCC, Redneck Engineering, Don Loos, Ron Paugh, Mondo of Denver's Choppers and the list goes on. And while the high-profile customers have helped Accurate Engineering gain more notoriety, Berry points out that all of their customers have played a vital role in the company's success.

Accurate's largest customer base is retail buyers who purchase Signature Series engines of which about 3% are repeat customers. They also supply companies with special application motors. The final percentage are builders who use either the Signature engines or a total custom engine. Berry says they sell drivetrain packages to approximately 20% of their customers and have sold engines in 27 different countries.

Bolstering the Accurate product line are a number of parts directed towards the early-style engines which include knucklehead 12-point, chrome rocker housing nuts, a properly metered stainless steel overhead oil line for panheads, oil filter adapter for alternator-/generator-style crankcases, leak proof/reusable pan cover gaskets, generator block-off plate, 7075 billet aluminum panhead rocker arm bearings, 3-bolt exhaust flange kits for STD pans and shovels and 3 13/16-inch ductile iron cylinders for knuckleheads.

For builders, Accurate produces a growing line of engine assembly tools that include a windowed degree wheel kit, oil pump plunger removal tool and cam bearing/bushing installation tool with more products in development.

Accurate Engineering stands for performance and quality. Berry says that the immediate and long-term goals of Accurate Engineering consist of innovative product development and technological advances for the early-style engines while retaining traditional looks. Dyno testing will bring fuel injection to the early engines in addition to preparing Accurate Engineering for the dreaded new EPA regulations slated to take place. And the list goes on. To find out more, call Berry and the crew at 334-702-1993 or visit www.accurate-engineering.com.

—Wordman

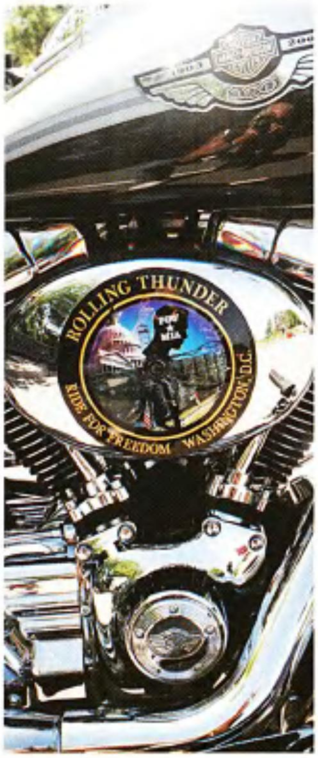
Photos: Accurate Engineering

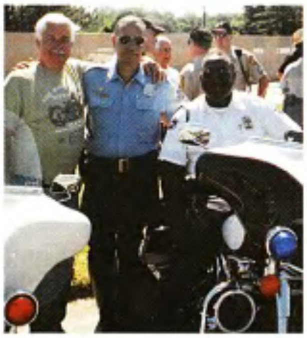
ROLLING THUNDER

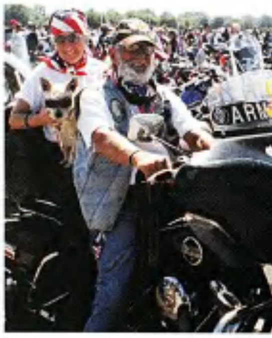
Rolling Thunder XVIII, the annual motorcyclists ride in Washington, D.C., to The Wall, took place this year on Sunday, May 29, 2005.

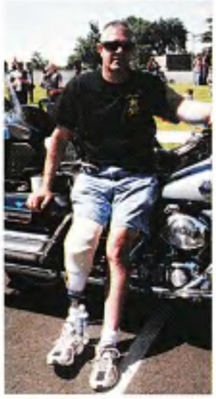
It began 18 years ago as a vet's and biker's way to remind the leaders in Washington that there were still U.S. military personnel left behind in Vietnam. Rolling Thunder has slowly evolved over time to embrace the fact that 93,324 Americans are still unaccounted for from WWI, WWII, Korea, the Gulf War, Afghanistan and now Iraq.

On Saturday morning more than 200 of the Nam Knights motorcycle club rode to The Wall to pay their respects. For those who have a loved one's name etched on The Wall there is no closure; just the superficial healing of a deep wound that bears much scar tissue. With a police escort the Nam Knights then thundered onto the National Police Memorial where they held a brief ceremony in memory of fallen comrades in law enforcement. Many of those who served in Vietnam went on to serve their communities in public service.





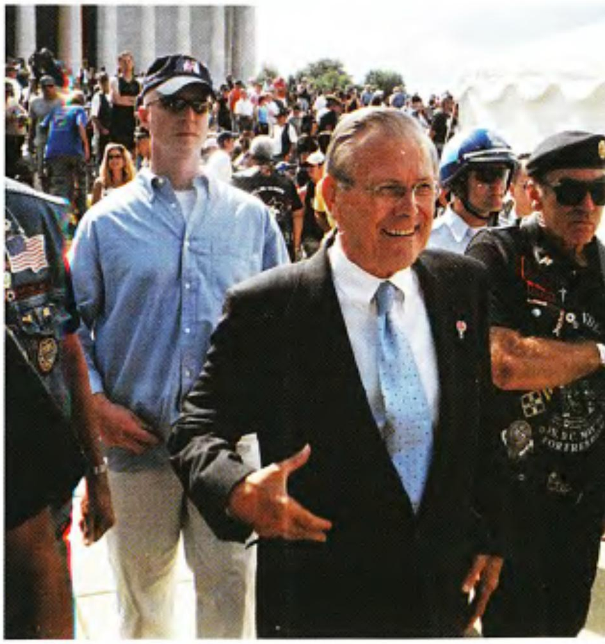




Law enforcement was just one of those professions, with some giving their all as police officers.

Returning to The Wall later that afternoon, one could see and hear the words from friends and families. "There is your grandfather," is one phrase that was used more frequently this year, the 30th year after the last Americans left Vietnam and the 46th year after U.S. military "advisors" landed there. There are grandchildren now older than their grandfather was when he was killed in Vietnam.

Sunday morning began with the roar of motorcycles leaving their hotels, campgrounds and homes for their ride to the Pentagon staging area. By 9 a.m. there were tens of thousands of bikes and



bikers, just a small fraction of the more than 175,000 riders who would eventually be part of Rolling Thunder XVIII.

Near the very beginning of what was to be a long line of bikes one person stood out, Joe Bowser from Kentucky, minus his right leg. Joe is an army reservist who was called to active duty for the Iraqi war. He lost his leg in the summer of 2004. Joe came to ride on the back of a friend's Harley. "I am the bitch today," Joe said with a smile."Next year will be another story.

A few rows over from Joe was a young couple with their dog, Joi-Dog. John Danner and his wife rode their Harley from Arizona with Joi-Dog sitting between them wearing her own custom goggles. John is a Korean War veteran. When I said thank you to John for serving in Korea and also for being at Rolling Thunder, he said, "For what, doing what you are supposed to do?"

Looking out at this vast sea of chrome, leather and American flags there is a sense of oneness and unity. There were people from all across the US, Canada and Europe. They were all here to keep the POW/MIA issue alive and to honor all those who will never have a hamburger, hot dog or cold beer ever again.

The 175,000 plus bikers at the Pentagon attend Rolling Thunder for the 220,000 buried at Arlington National Cemetery and for all those military personnel buried across this nation and Europe who died for their country. Memorial Day is not about "a three-day sale," although that is in part what freedom is. No, Memorial Day is about all those who died in defense of democracy, freedom and the right to "ride free." There's nothing wrong with a barbeque and having a few cold ones. Just keep in mind what this day is really about.

At noon there was a sudden trembling of the ground, the air started to become a little hazy and there was the sound of thunder from 175,000 plus motorcycles as they roared out of the vast Pentagon parking area. With motorcycle units from Arlington, Fairfax, Prince Georges County and the D.C. Metro police leading the way, the iron horses and their riders roared across the Memorial Bridge to the cheers of the thousands lining the bridge, past the Lincoln Memorial and onto Constitution Avenue, where people were lined 10 to 15 deep on either side. The procession of motorcycles rode to the Capitol before returning to the Vietnam Memorial—The Wall.

Parking their bikes on the vast stretches of lawn all around the memorial, the bikers made their solemn journey to the valley of The Wall. Here they sought out the names of a husband, father, grandfather, son, brother, sister, friend, loved one. Many left a note. One of them said, "Dad, no matter how long we are apart or how many miles separate us, a very special part of you is always with me."

Over by the reflecting pools there were many speeches by various people.

Among those who spoke were the parents of Pfc. Keith Maupin who has been missing in Iraq for more than a year now. There was a surprise visit by

Secretary of Defense Donald Rumsfeld, who spoke briefly to the thousands assembled. "Our country has been blessed with generation after generation who have defended our freedom. Some did not return home. You, with Rolling Thunder, have not forgotten a single one of them and have not let this country forget, either."

Mike Cobb, Rolling Thunder Chairman, remarked that President Bush could be doing more in the search for missing soldiers and the funding of veterans' healthcare. "We have had promises and they are not being met. We supported this president and we ask him not to forget our veterans."

—Jay Hirsch

Photos: Jay Hirsch

Hit The Button And Hang On

HITMAN

John "Head Gangster" Dodson and his thugs at Gangster Choppers bring us their own tough version of American street justice with this show-winning everyday rider aptly named "Hitman." We dig the all out coolness of the front end with those tapered legs—14 inches over stock, shining like a gun barrel. Once we finally shifted our gaze to the sculptured tin hanging from the perfectly stretched frame, we began to feel like family. This month's model, Nadia Hilton, agrees with us, and we can't blame her for getting comfortable with the Hitman's style.

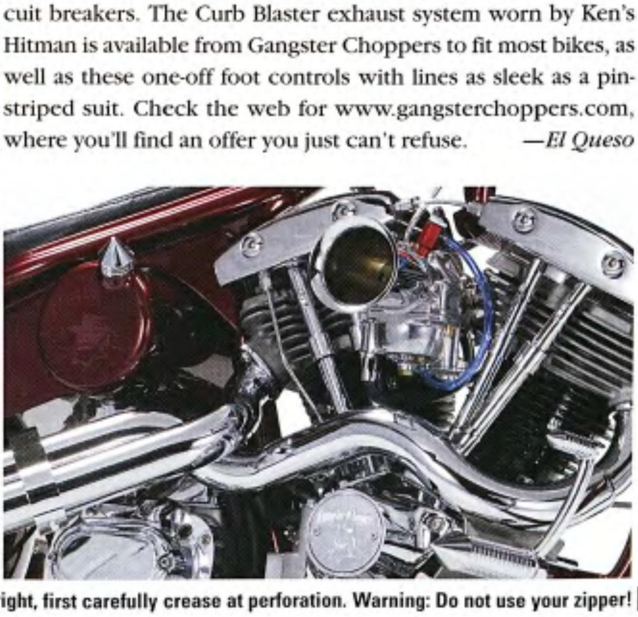
Ken Dodson is John's dad, and at 53 years old, he wanted a chopper that is as easy to ride as it is to look at. Kicking is cool, but Ken thought it would be bitchin' to assemble a collection of Gangster Choppers signature parts around a shovelhead with electric start and a 6-speed transmission. Ken wanted to call his new, easy ridin' chopper Hitman from the very beginning. Hit the switch, twist the throttle and go.

Ken's vehicles are always distinctively red and painter Chuck Whitlock of Greenville, South Carolina, put a glowing coat of rouge on Ken's Hitman scoot. This sweet, new Paughco springer front end was on Ken's must have list and since John just happened to have a Paughco frame sitting in the shop, he put the two together to get Hitman rolling.

Hot rodding a Harley-Davidson shovelhead engine and coupling it to a Baker 6-speed tranny is a stroke of genius. The smooth transfer of power between the mill and the gears is

deftly handled by a BDL Top Fuel belt drive. Ken says, "When you're riding that shovel with a Baker 6-speed at 75 mph, it just settles into that overdrive. There's no punishment to the bike or the rider."

John and Ken went to lots of car and bike shows together, and what developed between them over the years is a special appreciation for the art of the chopper. John believes it is his sworn duty to give show-goers a reason to exclaim, "Now that was a bike show!" John's background as a machinist and fabricator allow him the luxury of creating his own parts whenever he gets the urge. The stylishly innocent-looking battery box cleverly conceals all those unsightly, yet essential relays and circuit breakers. The Curb Blaster exhaust system worn by Ken's Hitman is available from Gangster Choppers to fit most bikes, as well as these one-off foot controls with lines as sleek as a pinstriped suit. Check the web for www.gangsterchoppers.com, where you'll find an offer you just can't refuse. —*El Queso*



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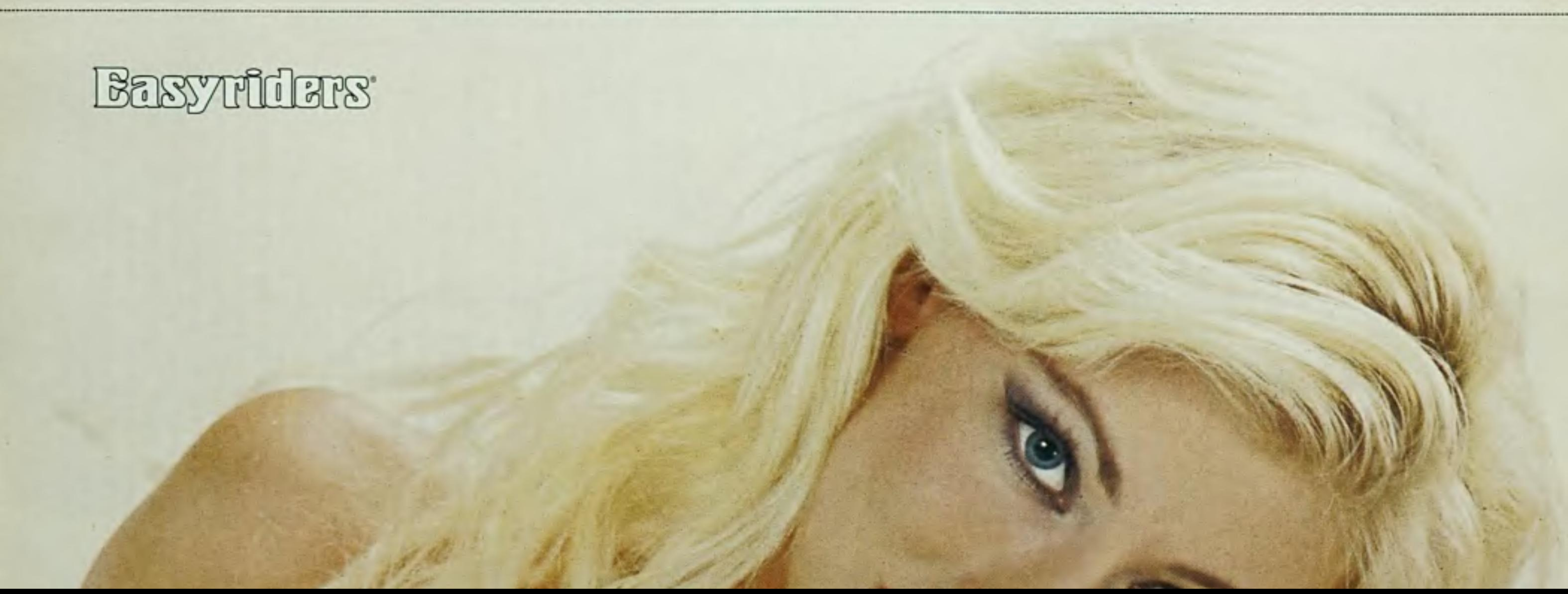
Easyriders

passin' gas

A woman was walking through the mall when a man taking a survey stopped her. "Excuse me, miss," he says, "we're doing a survey on peoples' attitudes towards sex. Would you like to participate?"

"Sure," she says.

"Could you please tell me what you think of sex on television?"

"Well," replies the woman, "I think it's extremely uncomfortable, especially when you've got an antenna stuck up your ass."

J. Hayes
Rancho Cucamonga, Calif.

A biker goes into a public restroom to take a leak. A dude in a three-piece-suit occupies the urinal next to the biker. After the biker is done, he goes to the mirror to pull the bugs out of his teeth and hair, then he turns to leave when the suit (who's washing his hands) says, "My mother always taught me to wash my hands after using the restroom."

The biker, as he is exiting, replies, "My mother taught me not to piss on my hands."

Kurt Messner
Verona, Wisconsin

A biker picked up a barfly and they headed to her place. Sitting on the couch together, the chick began nibbling on the bro's ear and sliding her hand up his leg, but his only reaction was to rub his hands together for warmth. The chick decided to pull out all the stops by sitting on his lap and even directing his hands to appropriate areas of her anatomy, but still no response. Finally she blurted, "You know, I have a hole down there!"

"Oh," replied the biker, "so that's where the draft is comin' from."

D.C.
Ogden, Utah

Definition of a butt-ugly ol' lady: Every time she puts on her lipstick, it tries to crawl back into the tube.

J. Hayes
Rancho Cucamonga, Calif.

Another sign yer ol' lady belongs in a doghouse: She goes to the beauty salon, gets a mudpack and looks great for two hours—then the mud falls off.

D. Chance
Ogden, Utah

"You and Steve don't seem to have much in common," said Suzy to Jessica. "Why on earth did you get married?"

"I guess it's basically opposites attract," said Jessica. "I was pregnant and he wasn't."

Thomas Ripple
Corcoran, California

Larry works hard at the plant and spends two nights each week bowling and plays golf every Saturday. His wife thinks he's pushing himself too hard, so for his birthday she takes him to a local strip club.

The doorman at the club greets them and says, "Hey, Larry! How are ya doin?" His wife is puzzled and asks if he's been to this club before.

"Oh, no," says Larry. "He's on my bowling team."

When they're seated, a waitress asks Larry if he'd like his usual and brings over a Budweiser. His wife is becoming increasingly uncomfortable and says, "How did she know that you drink Budweiser?"

"She's the waitress from the golf club. I always have a Bud at the end of the first nine, honey."

A stripper then comes over to their table, throws her arms around Larry, starts to rub herself all over him, and says, "Hiya, Larry. Want your usual table dance, big boy?"

Larry's wife is now furious! She grabs her purse and storms out of he club. Larry follows and spots her getting into a cab. Before she can slam the door, he jumps in beside her and tries desperately to explain how the stripper must have been mistaken him for someone else, but his wife is having none of it. She's screaming at the top of her lungs, calling him every four-letter word in the book.

The cabby turns around and says, "Geez Larry, you picked up a real bitch this time."

Spencer K.
Agoura Hills, California

A lonely man went into the local pet store looking for an unusual pet as a companion. The store's owner suggested a centipede. "What sort of companion would a centipede be?" the man asked.

"This is a most unusual centipede," the store's owner said. "He's a great conversationalist and loves to drink."

The man took the centipede home and put him in a box on the windowsill. That evening, the man asked, "Would you like to go out for a beer?" Receiving no response, the man said, "How about it, would you like to join me for a drink at my favorite bar?"

Again, there was no response so the man shouted, "Hey, in there! How about going out for a drink?" To which a tiny voice replied, "I heard you the first time. I'm putting on my shoes."

B. Whitcomb
Palmdale, California

Face it—everybody can use a good laugh now and then. That ain't to say you're gonna find one on these pages, but whatdahell, we hadda fill the space somehow, and you're at least bound to run into a gut-grabbin' groaner or two. Think you can do any better? Prove it. Send us your best stuff. We'll pay $40 in hard, American cash for every knee-slappin' newie or moldy oldie that we print. Sorry, but contributions can be neither acknowledged nor returned. Send yer smilers to: Jokes, c/o *Easyriders*, P.O. Box 3000, Agoura Hills, CA 91376-3000, or e-mail them to us at PaisanoPub@aol.com.

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Owner: Ken Dodson
City: Chesterfield, Virginia
Fabrication: John Dodson
Model: 1976 Harley-Davidson FLH
Assembly: John Dodson
Design: John Dodson
Time: eight months
Chroming: Chrome Masters

ENGINE

Year/Model: 1976/Harley-Davidson shovelhead
Rebuilder: Departure Bikeworks
Displacement: 80 cubic inches
Cam: Andrews
Carb: S&S Super E
Pipes: Gangster Choppers

TRANSMISSION

Year/make: 2005 Baker 6-speed

Paint

Molding: Metal Art
Painter: Metal Art
Type/color: House of Kolor/ Black Kandy Cherry
Special paint: Chuck Whitlock

FRAME

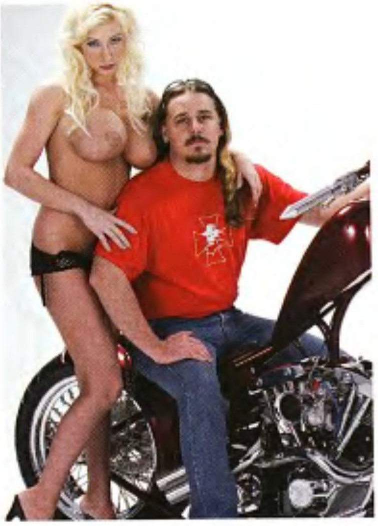
Year/make: 2005/Paughco/ Gangster Choppers
Type: Rigid
Rake: 45 degrees
Stretch: 10 inches up, 4 inches out
Shocks: none
Modifications: widened for 200mm tire

Accessories

Bars: Gangster Choppers
Risers: Gangster Choppers
Handlebar controls: Gangster Choppers
Fenders: Gangster Choppers
Headlight: Gangster Choppers
Taillight: Gangster Choppers
Speedo: none
Pegs: Gangster Choppers
Foot controls: Gangster Choppers
Electrics: Larry Mann
Gas tank: John Dodson
Oil tank: Gangster Choppers
Seat: Darren Nash Leather
Mirrors: none
Grips: Gangster Choppers

FRONT END

Type: springer
Builder: Paughco



Modifications: 14-inches over, tapered
Wheels: Gangster Choppers 60-spoke
Size: 21-inch front/18-inch rear
Tires: Metzeler
Brakes: Performance Machine front/Gangster Choppers rear
Special thanks: Ken Dodson
Photos: Brad Patton

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Mar 18-20	Hilton Head Motorsports - Bluffton, SC
Mar 25-27	Open
April 1-3	Eastside Harley-Davidson in Bellevue, WA
April 8-10	Open
April 15-17	Cycle Center - Fremont, CA
April 20-24	River Run - Laughlin, NV
April 30	Harley-Davidson of St. Paul, MN
May 5-8	Cycle de Mayo - Lake Plesant, AZ
May 13-15	Harley-Davidson of Appleton, WI
May 18-22	Convention Center- (Bike Week) Myrtle Beach, SC
May 27-29	Overtuff Powersports - Springfield, IL
June 3-5	Doc's Harley-Davidson in Kirkwood, MO
June 10-12	Gutterridge H-D in Danville, IL
June 16-19	Twin State H-D in Lebanon, NH
June 24-26	J&P Cycle - Anamosa, IA
July 1-3	Mid-America Harley-Davidson Columbia, MO
July 8-10	Lance's H-D in Mansfield, PA
July 15-17	Competition Accessories- Springfield, OH
July 20	JR's Smoke Shop - Irving, NY
July 22-25	Bikefest - Carlisle, PA
July 28-30	Honda Homecoming - Marysville, OH
Aug 5-7	Liberty H-D in Boston Heights, OH
Aug 10-14	Bike Week Full Throttle Saloon Sturgis, SD
Aug 19-21	Speed Limit Cycle-Chicago, IL
Aug 26-28	Hal's Harley-Davidson in New Berlin, WI
Sept 2-4	Abate of Minnesota-Litchfield, MN
Sept 9-11	Loess Hills Rally-Council Bluff, IA
Sept 16-18	Roseville Cycle Center - Roseville, CA
Sept 21-25	Reno Harley-Davidson in Reno, NV
Sept 30-Oct 2	Chester's Harley-Davidson in Mesa, AZ
Oct 7-9	Town & Country Sport Center in Cement City, MI
Oct 15	Jim's Harley-Davidson in St. Petersburg, FL
Oct 20-23	Biketoberfest
Oct 28-30	Open
Nov 5	Stone Mountain H-D in Lilburn, GA
Nov 11-13	Space Coast H-D in Palm Bay, FL
Nov 18-20	Open
Nov 25-27	Open
Dec 25	Merry Christmas

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Woman And Machine

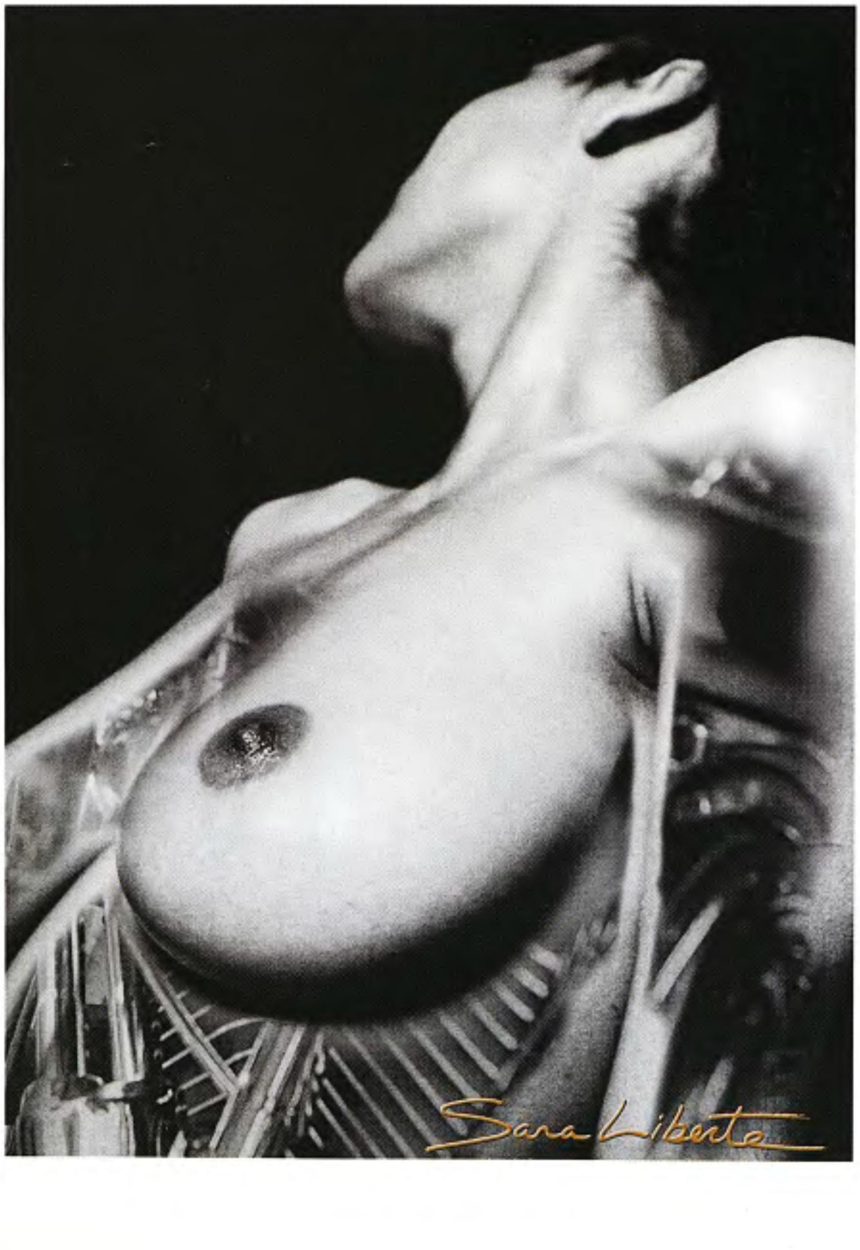
THE MOTO ART OF SARA LIBERTE

While women and motorcycles have always appeared regularly, and even together, in this publication they have never appeared quite like this before. Biker, fabricator and artist, Sara Liberte of Pittsburgh, has honed her unique combination of skills, vision and talent to produce an unusual and visually stunning series of photographs titled, *Woman and Machine: Image Fusion*.

To understand the art, first you must get a glimpse of the artist. Sara and her partner Ron "RT" Tonetti run RT's North Hills Cycle in Pittsburgh, now in its sixth year. Sara's end of the partnership is more than the administrative duties that you may imagine. She grew up in her dad's metal shop in Massachusetts and spent much of her free time in the one bay bike shop of the late Mark L'Heureux while earning her degree from Montserratt College of Art. When she left New England to open the shop with Ron, she was ready to do more than design bikes and create custom paint schemes. She was ready to build bikes. Sara enjoys a hands-on approach to the wrenching and fab work, but is limited in the time she can spend on that by her other duties at the shop.

The creative input Sara has on the bikes that she and Ron build together doesn't take the place of her on-going passion for photography. Her image fusion of bike parts with classic female nudes has been a work in progress since Sara's college days. Through her unique images, Sara portrays not only the obvious external beauty of women, but the internal strength as well and that's where the bike parts come in.

Sara photographs the models and the bike parts separately. She then pours through the thousands of images stored in her computer and through actual



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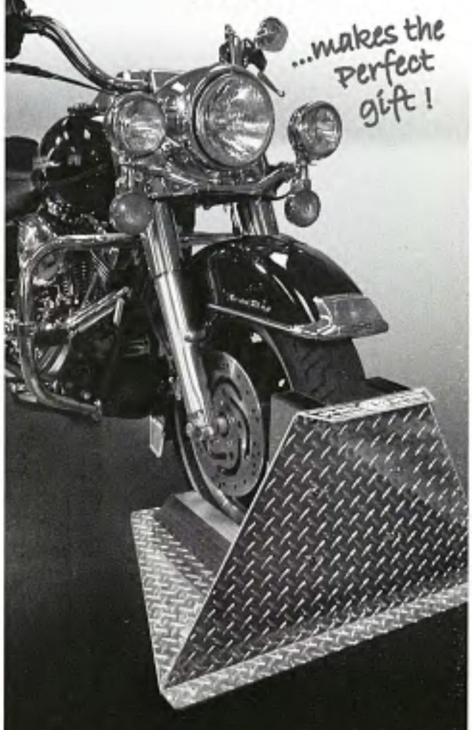

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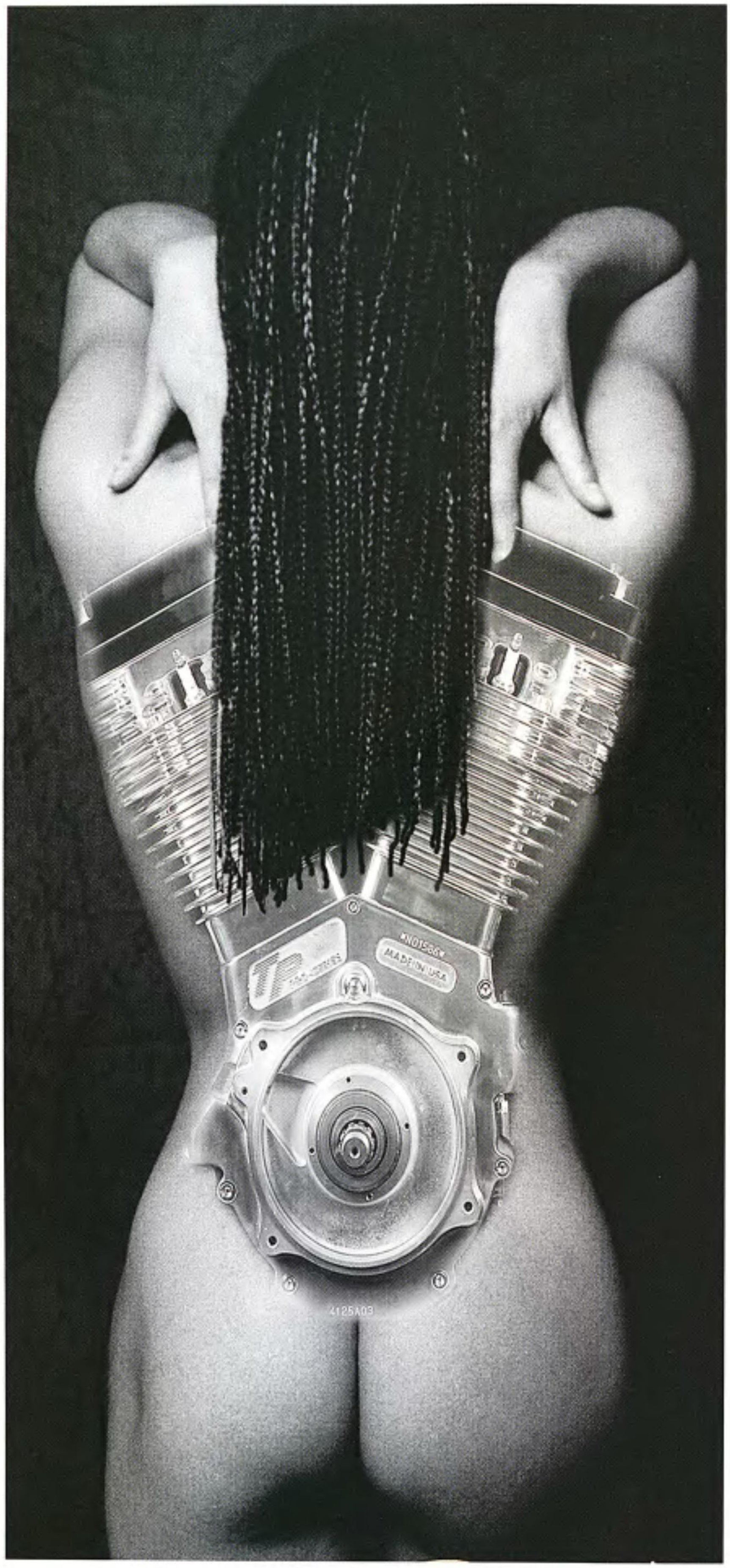
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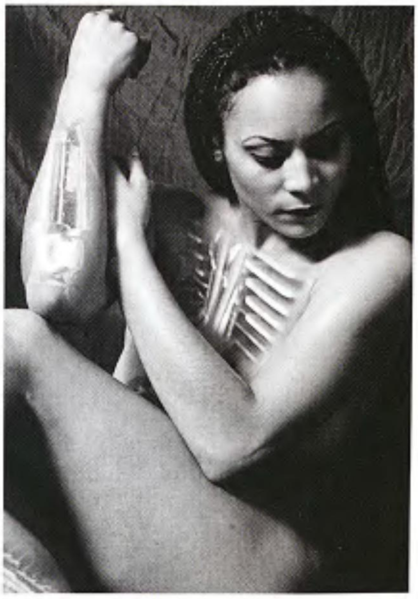


Photo: Ernie Copper

Sara Liberte, center, at the Blue Ruin Gallery.

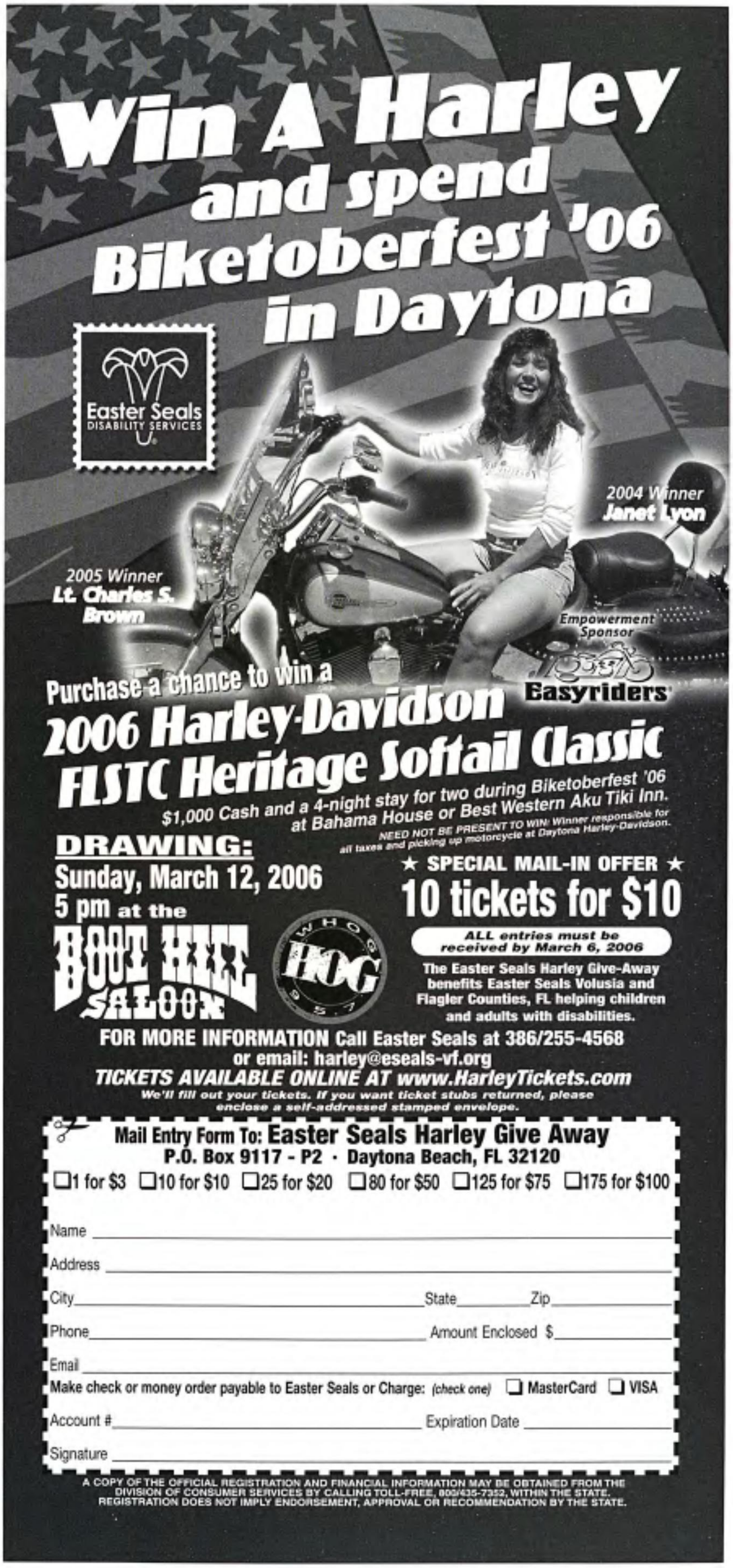
negatives, overlapping them to find an artistic match. When she finds the match, she performs the fusion, and *voila*, an image that is at once woman and machine is born. In one photo, braided lines run through a woman's muscular arm; in another, polished fins of a V-twin become part of a woman's torso; the shimmering casting providing a glimpse of the woman's inner strength that's easy to relate to.

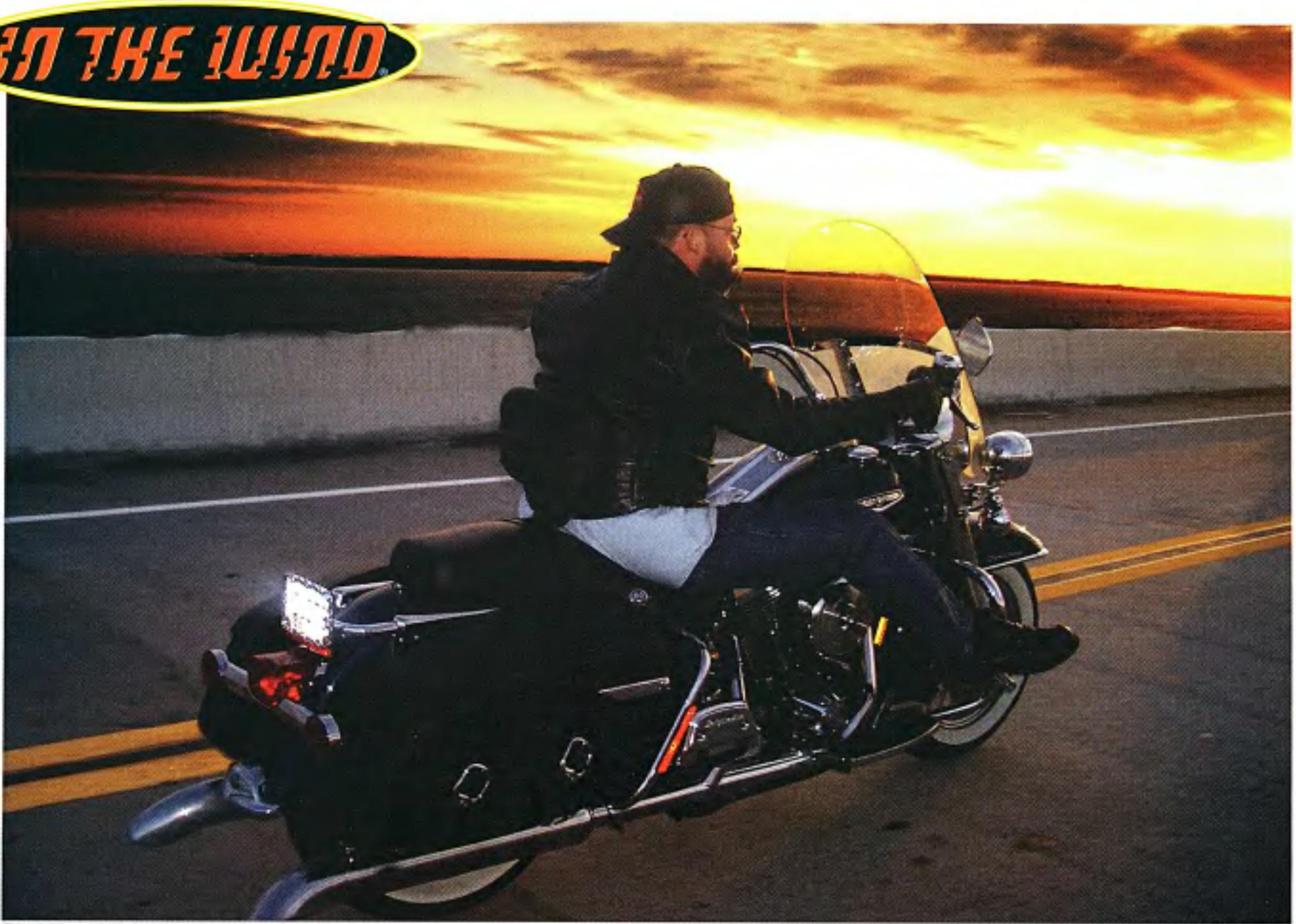
If you've been able to read this far, the chances are you haven't taken the low road and made cheap "jugs" jokes about real art. Though, I will admit, I myself asked Sara to promise not to do a similar series based on Rat bikes and the women who resemble them.

The *Woman and Machine* series recently opened at the Blue Ruin Gallery on Pittsburgh's eclectic Southside. The gallery seems an appropriate place for Sara's art because it's owned by Tamara Moore and Amy Woodall, two equally independent women, and it specializes in erotic art.

You can find out more about Sara's brand of biker art by stopping by her Web site at www.saraliberte.com. Also, look for a book from Sara coming out soon by MotorBooks that will teach women how to wrench on their rides.

—Ernie Copper





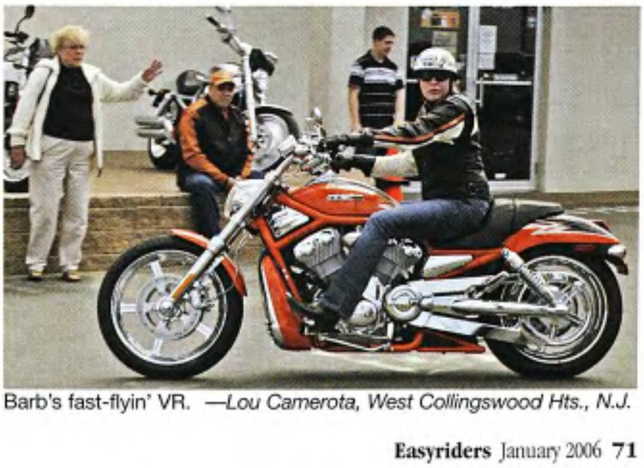
Big Mike, ridin' off into a Key West sunset. *—Britt Baker, Altoona, Pa.*

Attack of the Killer Santas. *—Ken Karagozian, Los Angeles, Calif.*

What's he got that we ain't got? Well, four hot tarts at the ROT Rally, for starters. —*Joe Gerdes, Austin, Texas*

A right friendly gal. —*2 Fat, Myrtle Beach, S.C.*

Old-school in school. —*Kevin Baas, Kennedy High, Lakeville, Minn.*



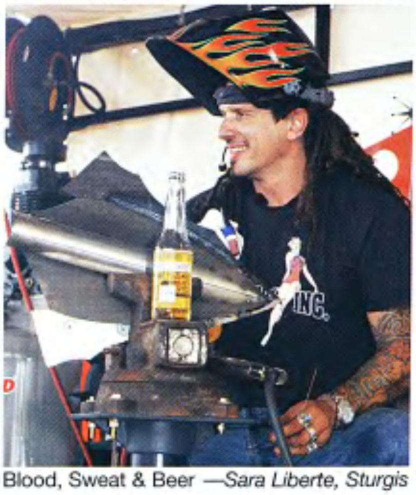
Barb's fast-flyin' VR. —*Lou Camerota, West Collingswood Hts., N.J.*

Mary Ann and Skilly on a peaceful putt at Hog Rock. *—Pauline Ortiz y Pino, Cave-in-Rock, Ill.*

Da Grippah. *—T.W. Banks, Milledgeville, Ga.*

Ruben Brown, Big Tom *—Kim Peterson*

Da homies—and chopper freaks—from south Fla. *—Katmandu, W. Palm Beach, Fla.*



Blood, Sweat & Beer *—Sara Liberte, Sturgis*

Heather and Gary discover the Sneaker Tree on Planet Gearhead. —*Bob Clark, Desert Center, Calif.*

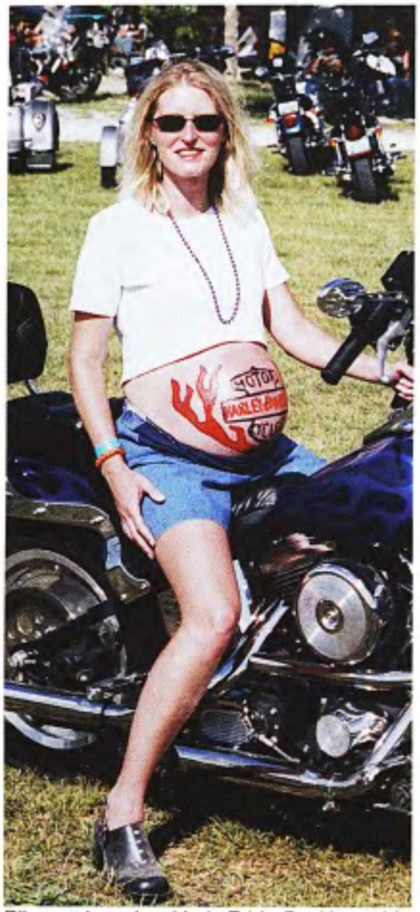
Waiting in the wings to administer a good tongue lashing. —*Les Holt, 2005 Republic of Texas Rally, Austin, Texas*

Help feed starving biker paparazzi…show yer tits! *—Terry Friedman, Gretna, La. Taken at Gulfport Blowout 2005.*

Rebel angel. *—Les Holt, La Porte, Texas*

Happy trails, Big Daddy and L.A. Donna. *—Mike D, Charleston, S.C.*

John, caught ridin' bitch behind Kirsty. *—Pez, Loudon, N.H.*

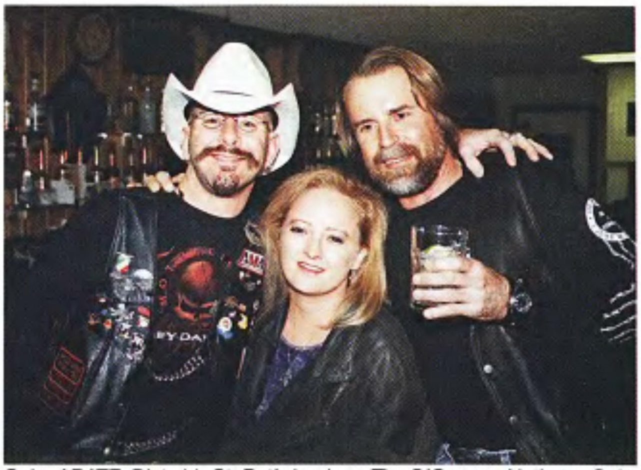


Biker on board. *—Linda Eddy, Buckhorn, Mo.*

Southern talent takes the stage. *—Ricky Joe Akridge, Gulfport Blowout, Gulfport, Miss.*

More women than ever are in the wind, ridin' their own. *—Bret Brandt, On the road, Iowa*

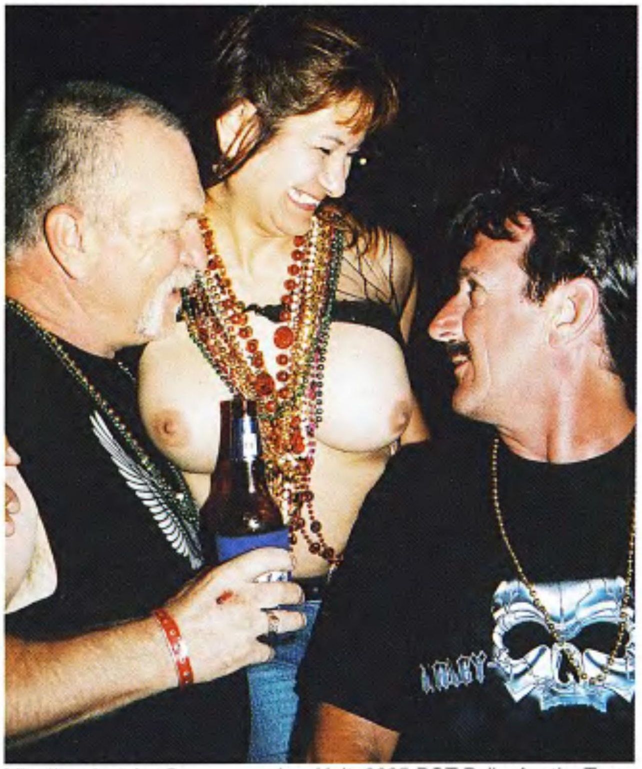
A rose amid thorns. *—Bill Cromwell, Battlefield H-D, Gettysburg, Pa.*



Colo. ABATE, Dist. 11, St. Pat's bash. *—Tim O'Connor, Nathrop, Colo.*

An itty bitty Bike Week wild child. *—Jackman, Debary, Fla.*

Cerveza, por favor. *—Tim Anderson, Red River Run, Questa, N.M.*



Like the view, bro? *—Les Holt, 2005 ROT Rally, Austin, Texas*

Each month, the best pictures our readers send us are printed here. We can use only good, in-focus, black-and-white or color prints, color slides (35 mm, 2 1/4, or 4 x 5) or digital art. Whether it's the exhilaration of a dude and his chick flyin' down the road, an all-out biker bash, or a hot babe showin' her stuff—these photos typify the fun, excitement, and freedom of biking. We now pay $100 for each full-page color photo, $50 for half-page color photos, $40 for color photos printed smaller than half-page and $30 for every black-and-white picture printed.) Please label all photographs you send with your name and address. If you want your photos returned, include a self-addressed, stamped envelope (SASE). Mail them to: *Easyriders* In The Wind, P.O. Box 3000, Agoura Hills, CA 91376-3000. We accept digital photos at: photos@easyriders.net. Please include your mailing address with all digital submissions.

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Cast In Bronze

Jeff Decker's Custom Crocker

Jeff Decker carves antique bikes for a living. Some are cast in bronze and displayed at centers of art such as the Guggenheim, while others he personally climbs aboard ripping new pages in the custom bike history book. Case in point: Jeff's 1941 custom Crocker.

For non-Crockerphiles, we're not talking about Davy with the coonskin hat. Crockers were built in a 1,200 square-foot shop on Pico Boulevard in Los Angeles circa 1936-42. They were considered by many to be the Duesenberg of motorcycles, but even more rare. Featuring an advanced engine design, agile handling and enduring styling, the Crocker V-twin provided unsurpassed performance for its day. Due to Al Crocker's combination of cam action and breathing, and with the same bore and stroke of the Harley 671, the

CROCKER
CROCKER

CROCKER

bike produced at least 30 more horsepower. Crockers were also built for long distance riding and could cruise at 80-90 mph all day, top speed around 110 mph. It appears that only 64 of the bikes were built, and perhaps only 30 complete bikes are still around with about two-thirds of them running. Aluminum was used to keep the bike light, but WWII demands for the metal helped to terminate the Crocker. But not its fame and glory for those in the know.

And Jeff knows his stuff. An in-depth enthusiast when it comes to antique and vintage American high performance motorcycles, he realized he would incur the wrath of purists when they saw a "bobbed Crocker" rumbling down the road since they're as rare as dragon's teeth.

However, he wasn't chopping up a complete bike as it came to him as a partial basket case, basically a complete motor and a pile of parts, though far from all of them. "If you look into most of these prestigious auctions," Jeff says, "you'll find out that the bikes are 60% Crocker and 40% brand-new parts built by a shop down the street, which is

generally true of most rare bike restorations. I realized I was going to have to buy a whole bunch of repro parts to do a restoration, so I decided to do my own hot rod thing and make my own parts to replace the missing ones. Some may say that's a blasphemous thing to do, but I didn't ruin one good Crocker piece. I just didn't put phony, new ones on."

Since he was partial to the '50s and '60s bikes ridden at Bonneville, the goal wasn't to look pretty going down the street, but rather purpose-built to get to the finish line the fastest way possible. Jeff decided to go "sleek and easy." He chose a set of Boranni rims and bobbed a messed up Crocker fender, added a '20s boardtrack seat and lowered the already butchered frame. He also incorporated a Dick Mann '59 trials bike transmission with a jockey shift. The 61-cubic-inch V-twin is stock, rebuilt by Mike Lange, with everything else being created from scratch or a product from someone else that Jeff massaged to his own specs. The gas tank was fabricated from casts taken from a Crocker tank, while the front end is a set of nicely "cleaned up" Cerianni road race forks.

It's a bike for someone who knows their American iron. Jeff laughs and says, "People come up to me, look at the gas tank and say, your name's Decker, why'd you call the bike a Crocker?" Whatever the case, Jeff's Crocker has already carved out its own history; a unique classic custom with serious cool factor.

—Paul Garson

Owner: Jeff Decker
City: Springville, Utah

GENERAL
Designer: Decker Customs
Fabrication: Jeff & Curtis
Year and make: 1941 Crocker
Model: Decker Crocker Custom
Assembly: Jeff & Curtis
Time: one year

ENGINE
Year: 1941
Model: Crocker V-twin
Rebuilder: Mike Lange
Ignition: Crane
Displacement: 61 cu. in.
Lower end: Crocker
Balancing: Crocker
Pistons: Crocker
Heads: Crocker
Cam: Crocker
Lifters: n/a
Carb(s): Linkert M641
Air cleaner: Crocker/Race
Pipes: Crocker/Race
Mufflers: no
Transmission: Dick Mann Special
Modifications: yes
Shifting: jockey

PAINTING
Painter: Decker Customs
Color/Type: Black/polish

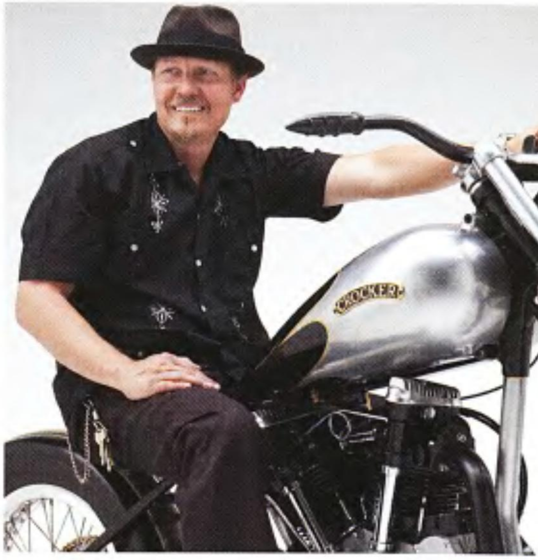
FRAME
Year: 1941
Builder: Crocker
Type: rigid
Rake: stock
Stretch: stock
Shocks: no

ACCESSORIES
Bars: Flattrack
Handlebar controls: Decker Customs
Fenders: Bobbed Crocker
Headlight: catalog
Taillight: handmade with Crocker lens
Speedo: none
Dash: none
Pegs: Decker Customs
Electrics: magneto
Gas tank: handcast/Crocker
Oil tank: hot rod accessory
Oil system: Crocker
Seat: Messinger/Racer
Mirrors: none
Grips: Elgin

FORKS
Type: Cerianni
Extension: stock
Builder: Cerianni

WHEELS FRONT
Size: 21 inches
Wheel: Boranni
Tire: Avon Speedmaster
Brake: none

WHEELS REAR
Size: 18 inches
Wheel: Boranni
Tire: Avon Speedmaster
Brake: Disc/Sprocket combo
Photographer: Michael Lichter



Every day we ride to work and dream up new wheels, new designs and new ways to perfect the classic stuff. We do it because we love it and we do it for you. We know you daydream of a cross country journey. We know your new car sits out in the rain while your old school bike rests in a warm garage. How do we know? Because we do the same thing. Like yourself, motorcycles are not just a job or a hobby; they are something that is ingrained in the building blocks of our souls...
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FoxHunt

Meet August's Winner

Here she is, your August Fox Hunt winner, the luscious Lexi Lapetina. As you may have noticed by the pictures, Lexi had a lot of fun at this photo shoot. In fact, we get the feeling that Lexi has a lot of fun where ever she goes. It's hard to believe that a girl this hot makes her living on a beaver ranch! Yep, although we didn't get to actually see her at work, during the interview process it sounded as though she's in love with her job. In fact, she spent a lot of time telling us how she occasionally has to trim and shave the beaver (apparently the ranch only has one), and told us quite a bit about the care and attention she likes to give it. Evidently, she also enjoys having others come play with it as well. I, for one, would draw the line at actually kissing it. Although Lexi told me she really enjoys it, I just don't understand it. Well, to each his own I guess. Anyway, flip on over to Page 98 and see how the entire shoot turned out, as we teamed Lexi with our fearless photog Don Rogers and Jerry Graves' custom sled. For the real deal on Lexi, check out www.myspace.com/eroticneighbor. —*Ka Luless*

Nicole—Michigan

#0101

"My first ride was like a never-ending orgasm. I've been addicted to riding ever since. Just call me a Harley junkie."

PJ—California

#0102

"My first ride was 40 some years ago as a little girl on my dad's bike. I was thrilled to be in the saddle then, just as I am now."

Sherri—Colorado

#0103

"My first ride was great. I met the nicest guy and married him."

Sarah—Nebraska

#0104

"I had a few cocktails prior, and the warm night air blowing up my skirt made the ride even better."

Angie—Indiana

#0105

"There's just something about being on the back of the bike, going fast and holding on tight, that makes my nipples hard. It's a wonderful feeling."

Ashley—Oklahoma

#0106

"I met this guy at a club one night and he took me on a ride with some of his friends. By the end of the night I made sure he got the ride of his life."

Ladies, make $500 by being selected the winner and modeling for an *Easyriders* feature! Men, help pick the winner by mailing in your vote. It's up to you to decide which luscious lass gets to share her wares with all of bikerdom in an *Easyriders* feature. So grab a pen and a postcard and vote!

OK, bros, here's a chance to share your favorite hardbelly with all of bikerdom on the pages of *Easyriders*! We're hunting for the best-looking, real-life, bike-lovin' babes to show their stuff.

It works this way—if your entry is selected as the monthly winner, you get $150 for sending in the photo; the cutie gets $350 for modeling at our studio or choice of location. (Girls, send in your own photo and grab the whole $500!) We'll even throw in round-trip airfare, a personal chaperone and deluxe accommodations at a hotel—with indoor plumbing even—and maybe, just maybe, even a ride on one of our custom bikes.

The contestants are selected by our lecherous staff, and the winner is determined by your votes, based on how many votes are received in the mail during the voting period.

Final judging will be based partially on the contestants' reasons—in writing—for wanting to pose for *Easyriders*.

Applicants must be 18 years of age or older to be considered. The following documents are **required** of each Fox Hunt entrant:

1. Entry photos must be topless. **No Polaroids or scanned photos!**
2. The release form (on this page) signed and a photocopy of model's drivers license.
3. A photograph of the model holding the signed release form and her drivers license.

Ladies, in your own sweet, legible handwriting, please fill out the entry form and answer the question at the bottom of the page.

Photos (please submit at least three to five) must be color prints, color slides, or digital images (**on a disc**, 3 megapixel minimum)—no negatives and **no Polaroids**. Sorry, absolutely no photos will be returned without a self-addressed stamped envelope (SASE); all published entries become the property of Paisano Publications, LLC.

Readers, exercise your God-given right as a biker and reader of this rag and vote. Simply write the name and number of the lady you like best on a postcard—or on the back of a sealed envelope—and mail it to #391 *Easyriders* Fox Hunt, P.O. Box 3000, Agoura Hills, CA 91376-3000.

For this issue you may begin sending in your votes December 1, 2005. The voting deadline for this month's crop of cuties is December 30, 2005. We'll announce the winner in the May 2006 issue.

Here she is, the winner of September's Fox Hunt, the naturally beautiful Nikita from California. What's that you say? A girl with real tits in Cali? Yep, we got proof. Check it out next month.

391

FOX HUNT
P.O. Box 3000,
Agoura Hills, CA
91376-3000

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Model's Name ____________________
Address ____________________
City ____________ State ________ Zip ________
Home Phone ( ) ________ Cell Phone ( ) ________
Date of Birth ____________ I am ________ years of age
I will pose nude ________ Topless only ________
Model's Signature ____________________

Photographer's Name ____________________
Address ____________________
City ____________ State ________ Zip ________
Daytime Phone ( ) ________ Evening Phone ( ) ________
Photographer's Signature ____________________

Don't forget to vote! These girls are depending on you!

Send a photocopy of your picture I.D.that shows your signature and photo.

In the space below, or on a separate page, tell the staff about your first ride on a Harley.

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A Carbon-Covered Custom Coach

Top-Notch Chopper

Although TNT Choppers has been around for about three years, the company has definitely been making a splash not only in its southern Florida home base, but around the nation as well. As "Top-Notch" Todd Kuntze, TNT's owner, points out, "We've even built a custom bike for Dennis Rodman that he rode to the MTV awards."

While a grown man wearing a bridal gown may not be the best form of advertisement for a testosterone-driven business such as a custom bike shop, one only has to

take a look at the awesome sled on these pages to realize that Todd and his crew seem to know a thing or two about putting together a prize-winning custom bike. Some of the finest ingredients available were used: a 114-inch Power House motor, a Baker 6-speed tranny, a Goldammer front end, Legend Air suspension, Weld wheels, and a Lowlife frame. It's a long list and the TNT crew used great judgment while composing this mind-blowing product from such a conglomeration of divergent parts.

The most striking component might be the carbon fiber overlay on the various pieces of sheet metal. It gives the bike a very seductive, sexy look and Todd insists that the bike, when viewed from the back, "looks a lot like the hottest chick you ever saw."

Alrighty then. One-offs included the handlebars, grips, gas tank, all of the rear fabrication, with the taillight frenched into the rear fender serving, as Todd puts it, "TNT's trademark; we pretty much do that on all of our bikes. You can't really tell it's there until the light comes on."

With the exception of the stock Lowlife frame, pretty much everything that's not fabbed in-house is modified, such as the Vance & Hines pipes or the Performance Machine front pegs. The reason for the carbon fiber overlay, which was outsourced to the folks at Advance Carbon Fiber Coatings, was the fact that "our paint booth was so backed up and the show was right around the corner, so our painter, trying to get out of having to rush it, said we should just do an overlay," Todd explains.

Of course, TNT builds custom bikes, but Todd says they also have three production line models: a bobber, a chopper and a pro-street bike. This bike's *raison d'etre*, is a Ft. Lauderdale biker

build-off, which, surprisingly, it didn't win. "We took second," says Todd. "It was an audience decision and the winner had a back-up video camera and a really sparkling paint job."

For those who prefer quality to showmanship, however, TNT offers a one-stop shop that specializes in high-end customs built for the road. They do not, however, come with bridal gowns.

For more info go to www.tntchoppers.com. *—Tripper*

Owner: you
City: your town
GENERAL
Designer: TNT Choppers
Fabrication: TNT Choppers
Year and Make: 2005 TNT Choppers
Model: Pure Class Pro Street
Assembly: TNT Choppers
Time: 160 hours
ENGINE
Year/model: 2005/Power House
Ignition: Spike
Displacement: 114 cubic inches
Lower end: Power House
Balancing: Power House
Pistons: JE pistons
Heads: blue-printed
Cam: .640 lift
Lifters: solid
Carb: Mikuni 48mm
Air Cleaner: TNT Choppers
Pipes: TNT Choppers/ Vance & Hines
TRANSMISSION
Year: 2005 Baker
Shifting: 6-speed
PAINT
Painter: Alan/TNT Choppers
Color: charcoal
Type: carbon fiber
FRAME
Year: 2005
Builder: TNT Choppers
Type: pro-street
Rake: 45 degrees
Stretch: 10 inches
Shocks: Legend Air
ACCESSORIES
Bars: TNT Choppers Sweeps
Handlebar controls: Performance Machine
Fenders: TNT Choppers
Headlight: Euro Components
Taillight: TNT Choppers
Pegs: Performance Machine
Electrics: TNT Choppers
Gas tank: TNT Choppers
Oil tank: Legend
Oil system: Power House
Primary Cover: TNT Choppers
Seat: James Dean
Mirrors: none
Grips: TNT Choppers Big Paws
FORKS
Type: Goldammer
Extension: none
Builder: Roger Goldammer
WHEELS FRONT
Size: 21 x 3.5
Wheel: Weld Turbo
Tire: Avon
Brakes: Performance Machine
WHEELS REAR
Size: 18x10.5
Wheel: Weld Turbo
Tire: Avon
Brake: Performance Machine
Photos: Don Rogers

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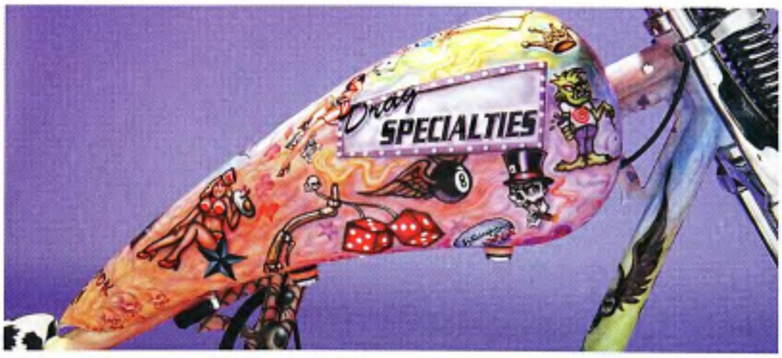
Rick Fairless, that lucky chump from Texas, and star of the SPEED Channel hit TV series, *Texas Hardtails*, shows us how it's done in the Lone Star State. A while back, Tom Motzko of Drag Specialties issued a challenge to Rick. He could take any of the parts and pieces from the massive Drag Specialties FatBook catalog in order to build a wild chopper to be used in Drag Specialties' advertisments.

Fairless and his team of pinheads (that's what he calls his employees) from Strokers Dallas were up to the

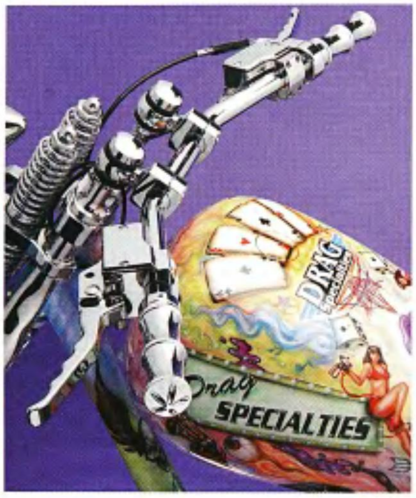


Because It's Wrong

Rick Fairless Shows Drag Specialties How It's Done

task. Rick is celebrating his 10th anniversary as the owner of that little ol' bike shop from Texas known for its hospitality and down-home atmosphere. When Rick began a decade ago, the place was called Easyriders of Dallas. Then a few years back we folded the franchise of the name and Rick came up with Strokers, as well as his Strokers Icehouse Bar next door.

In recent years, Rick has become better known for building some mighty, psychedelic custom choppers, even creating a radical little Triumph chop for the Discovery Channel's *Biker Build-Off*. The Drag Specialties bike would have the same flower power twist that has become Rick's signature. After studying the FatBook, Rick ordered a Chopper Guys single-downtube frame, a classic Paughco 36-inch tapered leg springer front end, a TP Engineering 124-cubic-inch motor, a Baker right-side drive 6-speed transmission and a Belt Drives Limited Monster Top Fuel open belt drive. The Independent gas tank and Russ Wernimont rear fender offer a willing canvas for the cartoony paintjob by master painter Vince Goodeve. Other notable goodies on this chopper include Accutronix pegs, controls and grips, D&M's velocity stack, GMA front brake, Performance Machine Hooligan wheels, rotors and rear pulley, handlebar controls are by Joker Machine and Metzeler tires. The neighbor-waking,



Photos: Edge Advertising

Bone Shaker exhaust pipes are from Samson. And yes, dear friends, all of the above came straight from the FatBook.

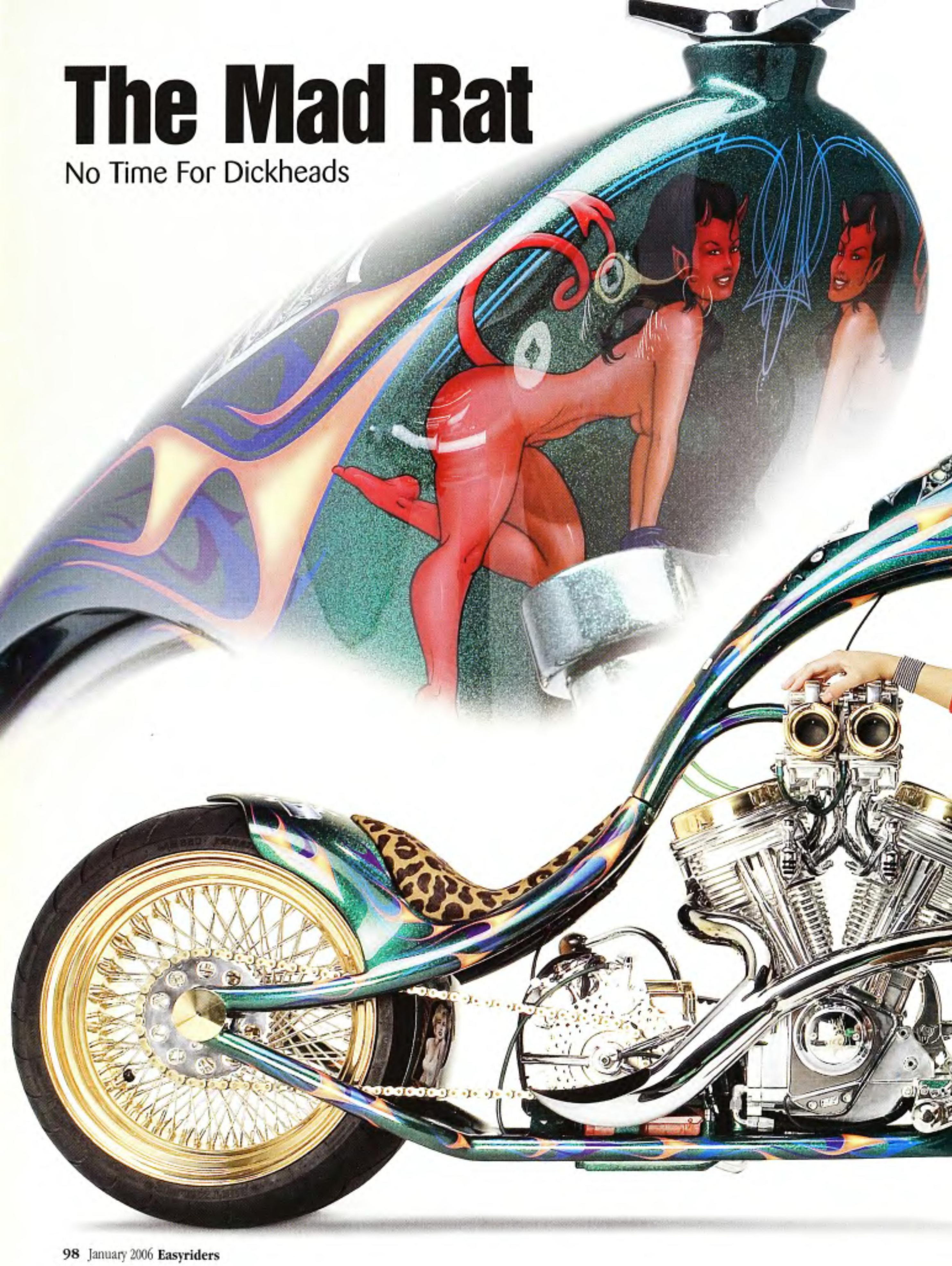
The point to this excessive exercise in love generation, hippy biker nostalgia? Well, there are two points to be made here: First of all, the idea is to get you off your duff and out in the garage to build your own custom, or dress up the scoot you already own by calling 608-758-1111 or visiting www.dragspecialties.com to order your own FatBook. The second point comes from that lucky chump from Texas, Rick Fairless. It is the same reason he built this bike the way he did and chose the garish Holstein cow saddle for this chop job to finish it off, "Because it's wrong!" That's what Rick says, anyway.

—*Phantom*

If you're really in the mood for some true abuse, call 214-357-0707 and bug Rick! Trust me, he said it was OK.

The Mad Rat

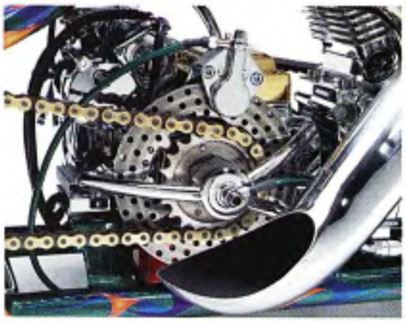
No Time For Dickheads



There's something about a curvy frame. Mad curves like these are just stupid sick. Ya can't pull this off unless you are someone who has crazy skills, pure vision and big, brass balls. Jerry Graves is just that kind of guy. Jerry finds a friend in everyone he builds a bike for and is, as he so eloquently tells it, "Too busy to work for dick-heads!" Tell it, brother!

Mike Dufour owns this green beast and is a Graves compadre who thought it might be fun to examine the current variations of road riding rodents. Mike and Jerry figured a "Mad Rat" would fit nicely somewhere between the supremely proud and the proudly stupid. Jerry was packing for his annual Graves Customs Key West Fun Run when we caught up with him in his Boynton Beach, Florida, shop. A dozen of his own bikes and their owners roll south for an overnight party where the Patron is flowin' and the smokin' tires are blowin'.

Like most Graves' customs, Mike's Mad Rat always draws many questions from the crowds like, "How did he do that?" or more



commonly, "What the fuck was he thinking?" Mad Rat was finished in October of 2004, which puts Jerry's trans-brake setup on the road nearly a year before most anyone else thought of doing it. Sonny DePalma wanted to celebrate his 50th birthday with this great concept he had for a paintjob and he needed a very special bike to put it on. Sonny called Jerry who had Mike's bike already finished except for the paint and it was a match made in heaven.

Inundated with requests from all over the world, Graves Custom Cycles is currently building six bikes with five more on the table. Working 14- to 16-hour days and continually stepping up the level of each project is only part of it. Jerry is often up at odd hours sketching ideas, sometimes on the bathroom mirror with his girl's lipstick. Most people think of Jerry as a guy who is genuinely passionate, generous and caring—all true. What they don't know is that when he gets pissed off, Jerry will punch you in the fucking eye. In his spare time, Jerry can be found blistering the track at Morosso Speedway in West Palm Beach where he gets his drag bike up to over 180 mph in the quarter-mile. To relieve stress, he can always rely on his lovely gal pal, Randi, a licensed massage therapist. When things get extreme, Jerry likes to jump out of perfectly good airplanes for no apparent reason. This sends everyone in the shop into a serious case of the paranoid shits, while wondering where the rent would come from if he ever screws up his dismount. "Live fast and live hard, but give respect where it's due." Jerry wouldn't have it any other way.

Jerry's Web site is growing to include retail access to all of his handmade parts, frames, tanks, rolling chassis and accessories. There is stuff to wear for men, togs for the rug rats, and a huge variety of apparel for the ladies. Jerry receives a lot of female undergarments in the mail and he hasn't had time to build a decontamination area yet, so ladies please stop sending yer skivvies to him. Both of you. You too mom! Seriously, Jerry's collection of outrageous and new lingerie is now available and they'll send your order out as soon as he finishes the tedious job of licking and sniffing. Call him at 561-864-2453, and get some rude skivvies of your own or check out their Web site for a better look at www.gravescustomcycles.com.

Speaking of licking and sniffing, for some reason a long line formed when everyone thought that the luscious Lexi had included her undergarments to the mix. Yeah, no such luck. *—El Queso*

DEAN

Owner: Mike Dufour
City: Wellington, Florida
Fabrication: Graves Custom Cycle
Model: 2005 Graves Custom Cycle
Time: eight months
Chroming: Atlantic Plating

ENGINE

Year/model: 2005/Patrick Racing
Rebuilder: Patrick Racing
Displacement: 125 cubic inches
Cam: Red Shift
Carb: Graves/Patrick Racing
Pipes: Graves

TRANSMISSION

Year/make: 2005 RSD 6-speed with integral rear brake

PAINT

Molding: Seth Paton
Painter: Seth Paton
Type: House of Kolor
Color: Emerald Green

FRAME

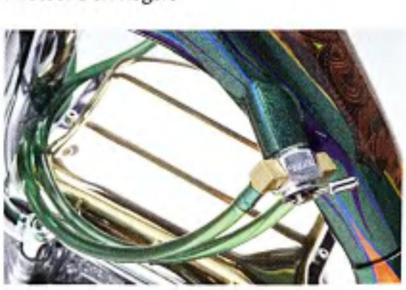
Year/make: 2005/Graves-Brighton
Type: curvy
Rake: 45 degrees
Stretch: 8 inches up, 4 inches out

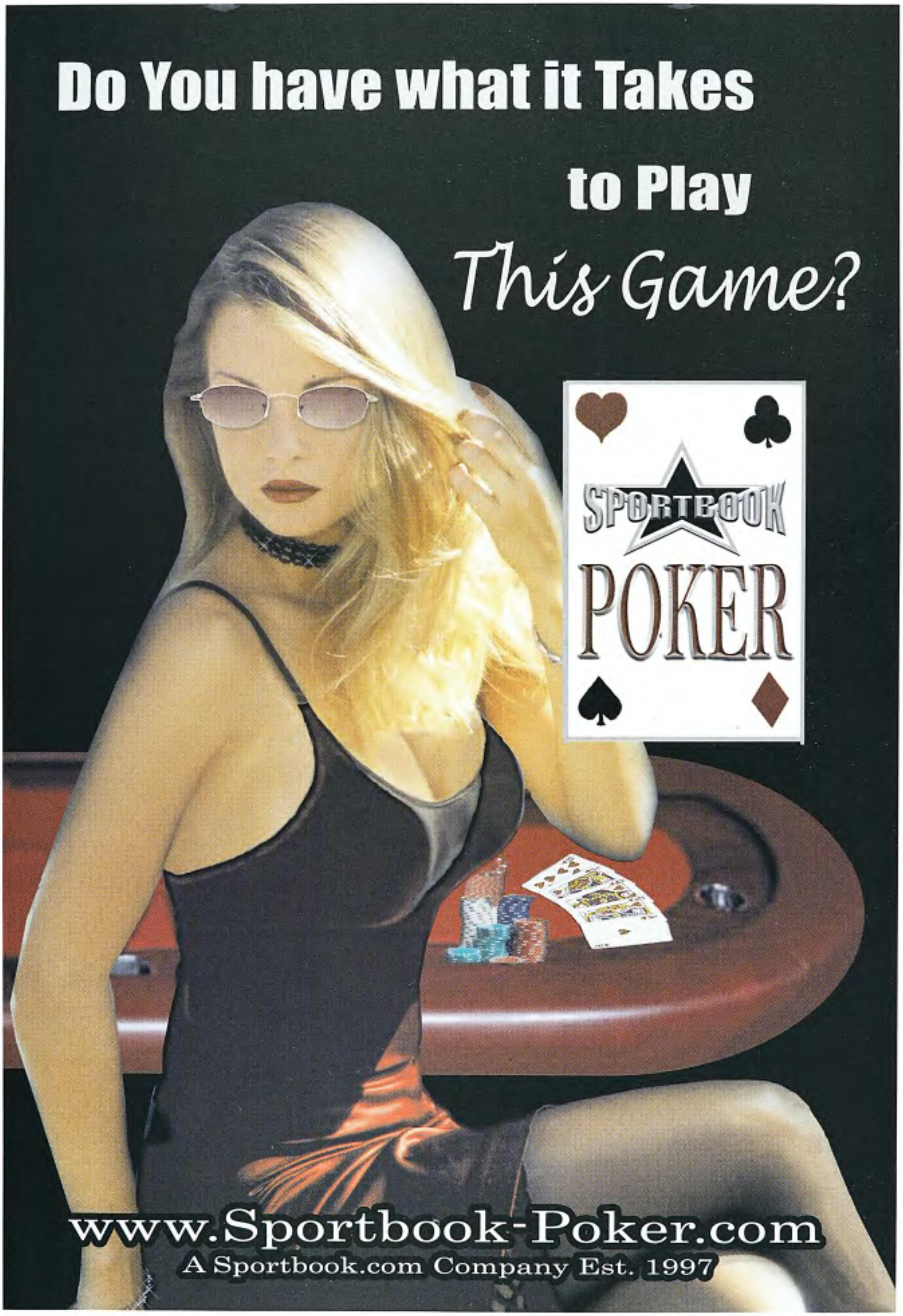
ACCESSORIES

Bars: Graves Custom Cycle
Risers: Graves Custom Cycle
Handlebar controls: Performance Machine
Fenders: Graves Custom Cycle
Headlight: Headwinds
Taillight: Graves Custom Cycle
Speedo: FHP
Pegs: Thunder
Foot controls: Thunder
Electrics: Graves Custom Cycle
Gas tank: Graves Custom Cycle
Oil tank: Graves Custom Cycle
Seat: Jeff Phipps
Mirrors: Performance Machine
Grips: Graves Custom Cycle

FRONT END

Type: springer
Rebuilder: Graves/Redneck Engineering
Modifications: 16 inches over
Wheels: Graves Custom Cycle 120-spoke
Hub: 120-spoke
Size: 21-inch front/ 18-inch rear
Tires: Metzeler
Brakes: Performance Machine
Special features: integral rear transmission brake
Photos: Don Rogers

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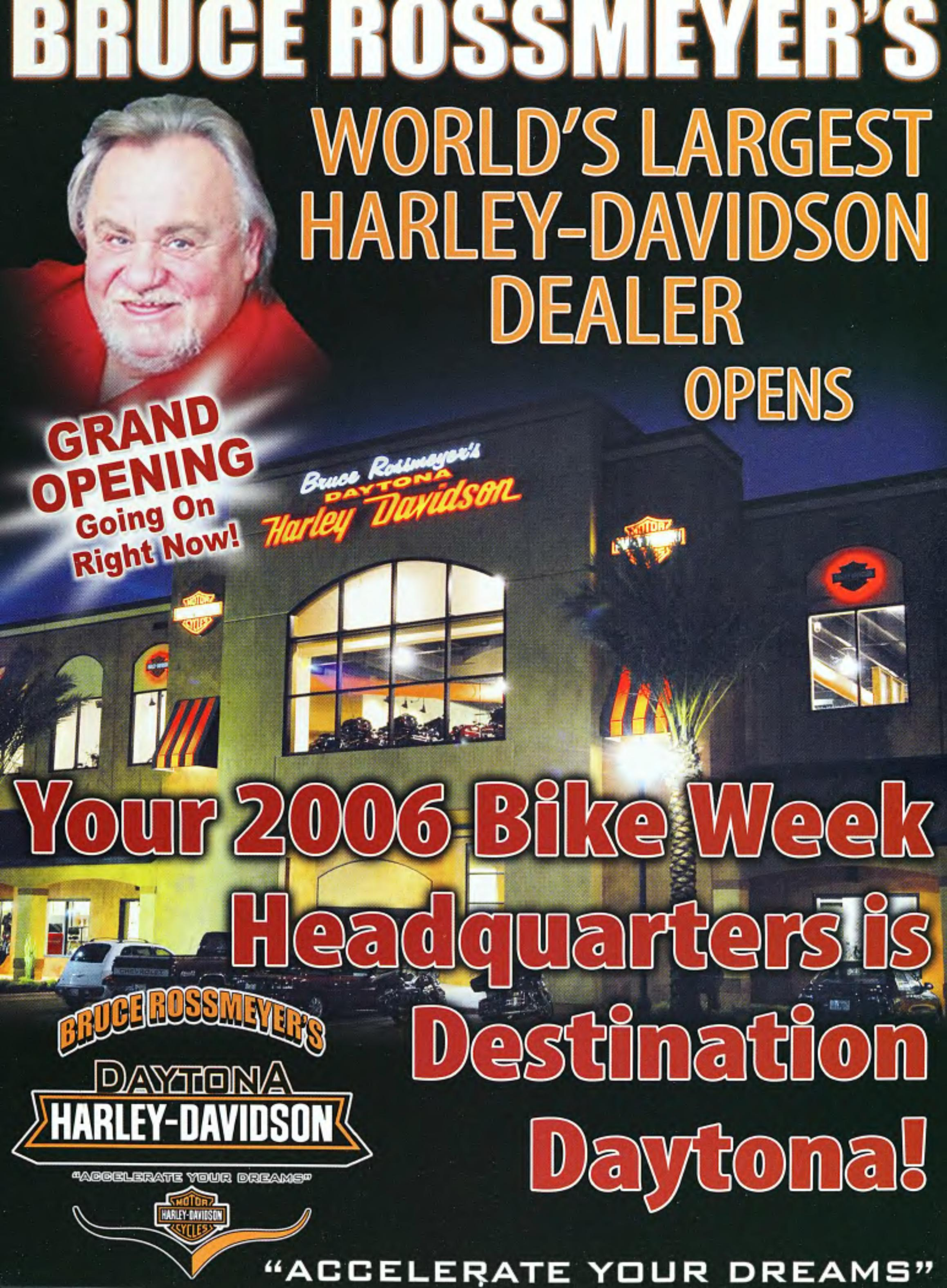
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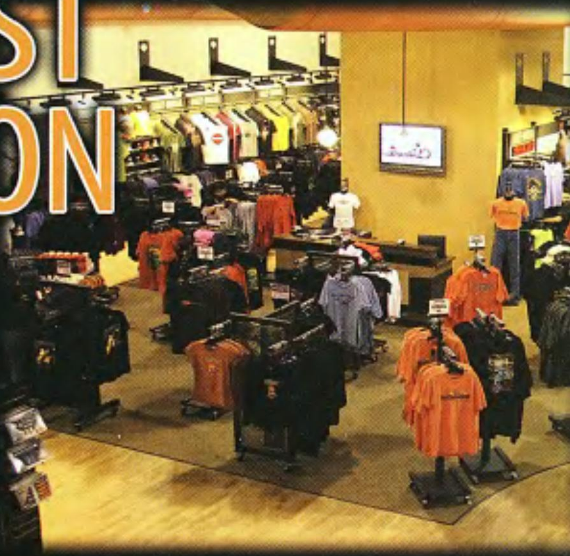

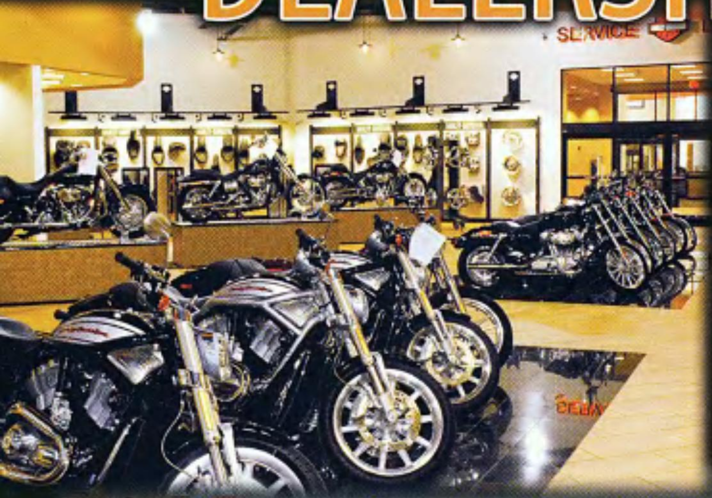

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BRUCE ROSSMEYER'S DESTINATION Daytona

MICHELIN

Arlen's Legendary 1947 Knucklehead

UNTOUCHABLE

Talk about flashbacks, I remember seeing this very same bike gracing the cover of a bike mag several decades ago. Like fine wine, it's aged well, a rolling testimony to the enduring and innovative talents of the maestro himself, Arlen Ness.

Arlen would be the first to say lower the volume on the superlatives, but this radically supercharged, dual Weber carbed 1947 knucklehead blew everything out of the water, including the water, after it first surfaced in 1964. This was Arlen's first bike, although modified in form over the intervening decades. It was

called "Untouchable" because of a very popular TV series of the era; the Elliot Ness, roaring '20s hit show called *The Untouchables*.

The bike is still untouchable and safe to say an icon of American culture. Or as Arlen simply puts it: "There's a lot of things done on that bike that hadn't been done before." He goes on to say that some 40 years ago a 100-inch knucklehead motor was unheard of when a "big" motor was 80 inches and that was accomplished by adding a set of flathead 80 flywheels to produce a stroker. "This one had special cylinders and flywheels," Arlen says, "and was really wild back in those days."

Arlen also decided to do something about the clunky knuckle transmission with its jockey shift. He cut a Sportster tranny from its motor and after building the custom frame, mated the smoother shifting gearbox to the knuckle motor. During the same time period Magnuson was just starting to offer superchargers

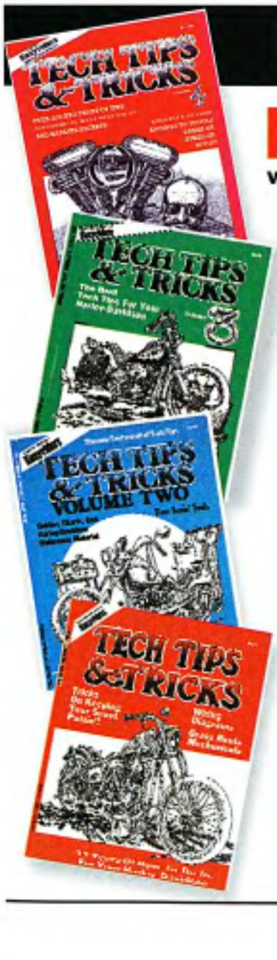
Untouchable

and one of the first units went on Arlen's bike. The hand-built frame was fashioned from 7/8-inch tubing accounting for its light and "spindly" look, while beefed up by motor mounts and axle plates fashioned from chrome-moly tubing. Arlen also fabricated the springer front end from thinner material to match the frame design. Other frame innovations included oil-in-the-frame and brake fluid channeled through the rear frame to the rear brake system, which consisted of both a disc rotor attached to the sprocket and a drum brake for additional stopping power. As he said, lots of things that hadn't been done before.

Asked how was it to ride the bike? Arlen replies, "Looking back, it's like a toy now, such a small bike. I can't believe I used to ride that thing to Redwood, to Tahoe, everywhere, but it performed and handled just great."

As far as the cosmetics, you could say the bike is as good as gold, the red paint highlighted by gold leaf, the theme echoing vintage fire engines. Now you might remember seeing the bike in a different color as it has gone through several permutations. As Arlen says, "Back then I never had any money, so every year I would re-customize the bike, probably changing it completely five or six times. It's been in its present state for the last 25 years or so." It looks like Arlen's Untouchable will henceforth remain untouched and on display for all to appreciate as part of the Ness museum. Its impact is still being felt by a whole new generation of riders who weren't even born when this bike was new. *—Paul Garson*

Owner: Arlen Ness
City: Dublin, California
GENERAL
Designer: Arlen Ness
Fabrication: Bob Monroe
Year and make: 1947 knucklehead
Model: Ness Special
Assembly: Arlen Ness
Time: one-year
Chroming: High Luster
ENGINE
Year: 1947
Model: knucklehead
Rebuilder: Arlen Ness
Displacement: 100 cubic inches
Lower end: S&S
Balancing: S&S
Pistons: S&S
Heads: S&S
Cam: Sifton
Lifters: stock
Carb(s): twin Webers
Pipes: Ness custom
Mufflers: no
Transmission: 1971
Modifications: Sportster
Shifting: 4-speed
PAINTING
Painter: Arlen & Dickie
Color/Type: candy red/House of Kolor
FRAME
Year: 1970
Builder: Sim Davis
Type: rigid
Rake: 32 degrees
Stretch: 4 inches
Shocks: we said rigid
ACCESSORIES
Bars: Arlen Ness custom
Handlebar controls: Arlen Ness
Fenders: Arlen Ness custom
Headlight: Arlen Ness
Taillight: Arlen Ness
Speedo: none
Dash: none
Pegs: Arlen Ness
Electrics: Arlen Ness
Gas tank: Arlen Ness custom
Oil tank: in frame
Oil system: S&S
Seat: Danny Gray
Mirrors: Arlen Ness
Grips: Arlen Ness
FORKS
Type: springer
Extension: stock
Builder: Arlen Ness
WHEELS FRONT
Size: 19 inches
Wheel: Arlen Ness
Tire: Avon
Brake: Arlen Ness
WHEELS REAR
Size: 18 inches
Wheel: Arlen Ness
Tire: Avon
Brake: Arlen Ness
Photographer: Michael Lichter



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FROM A DRESSER AND SNOWMOBILE A "HARLEY-CAT" BECAME

ME AND MY HARLEY CRUISIN' IN A BLIZZARD

Major depression sets in for bikers in northern climes whenever winter blows across the land. Scoots are banished behind closed doors until spring has sprung. Well, for Denny Schatz of St. Marys, Pennsylvania, fierce Old Man Winter can no longer order him off his Harley ride. Because, one dreary night, Denny conjured a solution.

"I have many Arctic Cats and I had just bought a bike from the insurance company that had been in a wreck. And as I was sitting at home one night, it just came to me," he recalls.

Denny, owner and president of Quala-Die, one of the largest tool-and-die operations in the U.S., gathered together in his garage the remains of the totaled-out 1995 Harley-Davidson Ultra Classic, then joined it with a 1998 Arctic Cat Pantera snowmobile to create this one-of-a-kind "Harley-Cat."

Denny used the complete tunnel and undercarriage of the snowmobile and the top end of the bike. Denny retained

the bike's 5-speed manual transmission and re-engineered the drivetrain to mesh with the snowmobile's centrifugal clutch. The powertrain, clutch, twist throttle, starter and electrical system are all Harley, while the track, track-drive, skis and suspension are all Cat. Denny added a reverse gear converted from a Volkswagen flywheel, a starter, a widened ski-stance, modified suspension and custom aluminum diamond plate, along with other modifications.

Denny sent the fiberglass to local painter Allen Keniston of C-4 Grafix for the Arctic Cat green paint highlighted by checkers. "I hand-cut and laid 1,650 3/4-inch checkers on the H-C," he says. "I also used a product by Alsa Corp. called Retrow Glow. In the dark, all of this glows neon green." He topped it all off with airbrushing and striping. Artwork was then added by Garbic Graphics. This project was started in October 2004, and was completed in January 2005, exactly one year ago.

And when summer comes, "I have a Harley 2002 Ultra Classic trike," Denny says. But for right now the Harley-Cat is his ride of choice. Blizzards be damned.

—Nomad and Samantha Sontag

Photos: Allen Keniston

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BIG DOG'S 2006 DEALER SHOW AND NEW MODELS

Showing Off

Sedona, Arizona, was this year's destination for the Big Dog Motorcycles' (BDM) Dealer Show and press party. Wait, that's wrong. It's their dealer show and new model launch, where the press gets together...and parties. Every year, BDM invites the press of major motorcycle magazines to spend a couple of days to check out their motorcycle models for the new year. The days are filled with meetings and riding the new bikes and the nights...well, we're not allowed to talk openly about all that. Let's just say: there's always fun to be had.

But it's not just about the press. BDM has to make their dealers happy as well. So, based on an incentive system, qualifying BDM dealers are invited to the festivities. Their days are also filled with meetings and riding the new bikes, but their focus is on sales and how BDM and the dealers can better serve each other. Without the bikes, the dealers don't exist, however, without the dealers there's no reason to even be having this conversation.

The best thing about the entire situation is the fact that the press and dealers alike, are able to sit down in a relaxed atmosphere and not only get all the information on the new models, but also receive info on BDM. We're also able to chat with all the "moto-celebrities" like Eddie Trotta, Kim Suter, Arlen and Cory Ness, Rick Fairless and Bob Dron (just to name a few), and all BDM dealers themselves. It's a place to bounce new ideas and promotions around and for newer dealers to find out what's worked and not worked from dealers that have been around a while. Then there's the big dealer appreciation dinner on the last night in town, where owner, Sheldon Coleman, and president, Nick Messer, hand out awards to various dealers who have attained certain levels of achievement for themselves and BDM. But the main focus is always on the bikes.

New for this year is the K-9 model. The K-9 brings BDM its third chopper model, following in the footsteps of the rigid Ridgeback and hidden-shock Chopper. Together with its 117-inch motor, BDM's Balanced Drive system and their award-winning 6-speed, RSD trans and primary design, believe it or not, you'll feel as though you're riding a much sportier bike instead of a 9-foot long chopper. Yeah...9 feet! Although both the Ridgeback and the Chopper are great sellers

The new K-9 Model.

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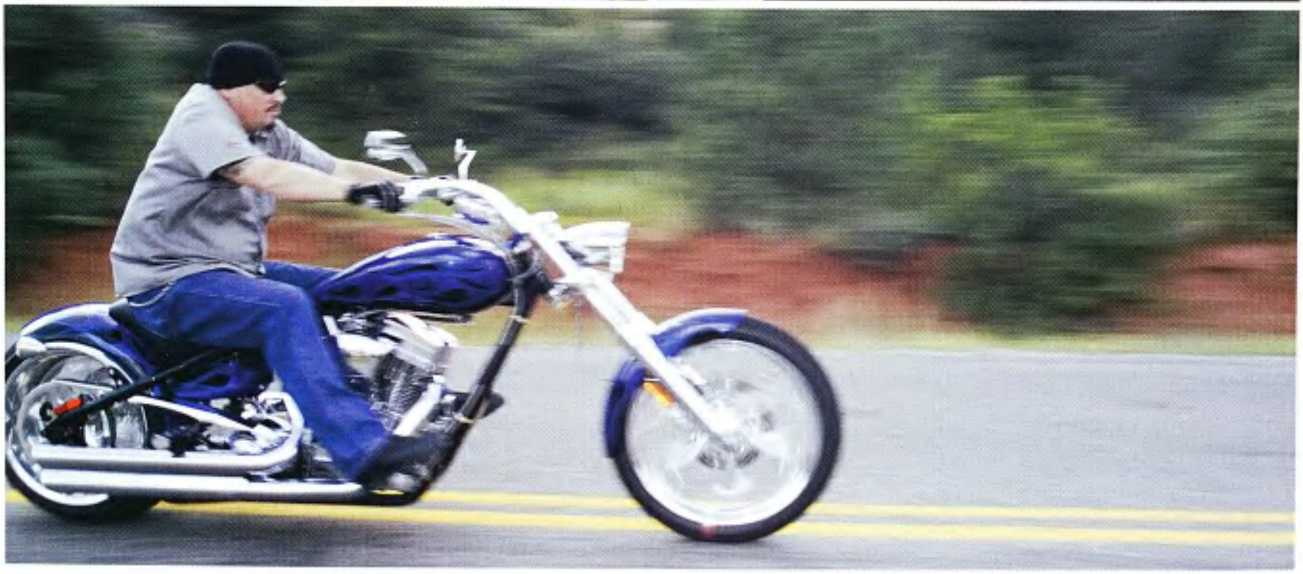

Photos: Rick Hustead

for BDM, look for the K-9 to really add some bite to BDM's sales.

In the Pro-Street lineup, BDM fires back with their rigid Pitbull and hidden-shock Mastiff. Both models feature a RSD 6-speed, but the riding difference is not just the fact that one is a rigid and the other is not. The Mastiff is slightly more stretched out, without stretching the rider. Still able to hang in and out of hard turns, this is one you could definitely put some hours in the saddle on and still come out smilin'. The Pitbull? Well, it didn't get its name because it's soft. This bike is mean, nasty…and a helluva lot of fun to ride. There's a 39-degree rake, plus 3 in the triple trees up front. Mixed with the 6 over and 1 under stretch in the frame and that massive 300-series rear tire, the Pitbull will get you some head-turnin' attention as well as a lot of fun in the saddle…without throwin' a disc.

Get all the info you need on BDM's Web site www.bigdogmotorcycles.com and keep your eyes open here and in our sister mag *V-Twin* for test rides on all their new models. Also, if you're looking for the hardest working BDM dealers in the country, take a look at this year's award-winning dealers. *—Oil Can*

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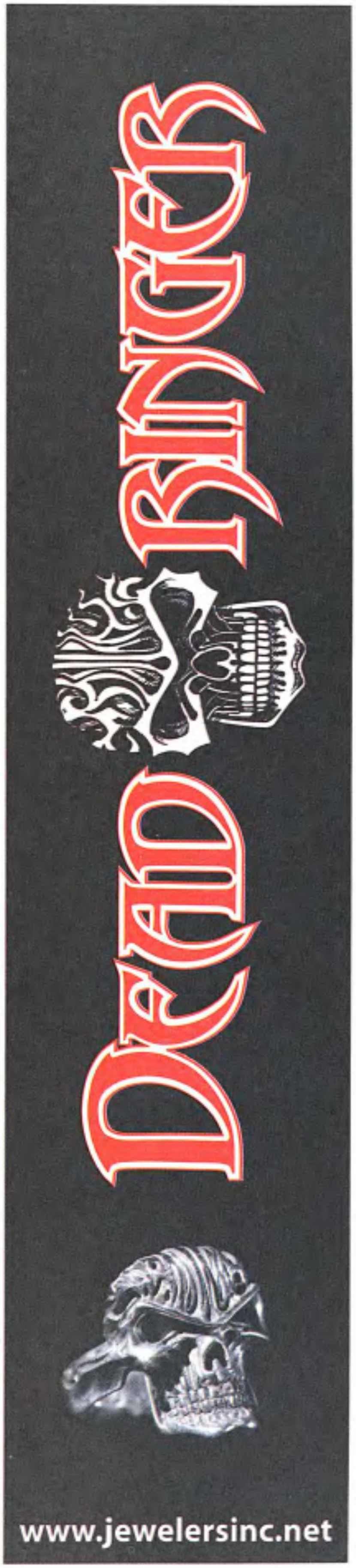
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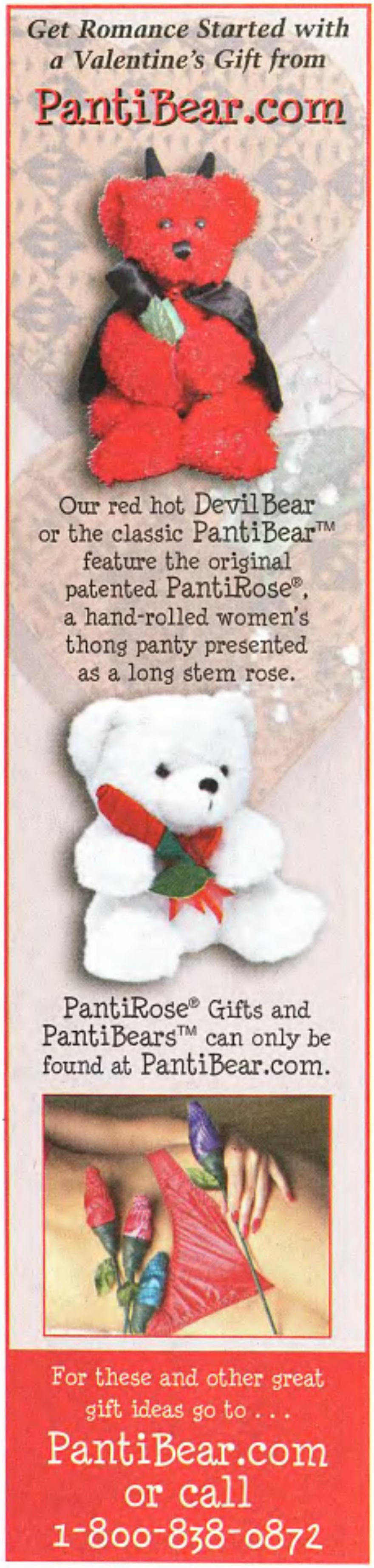

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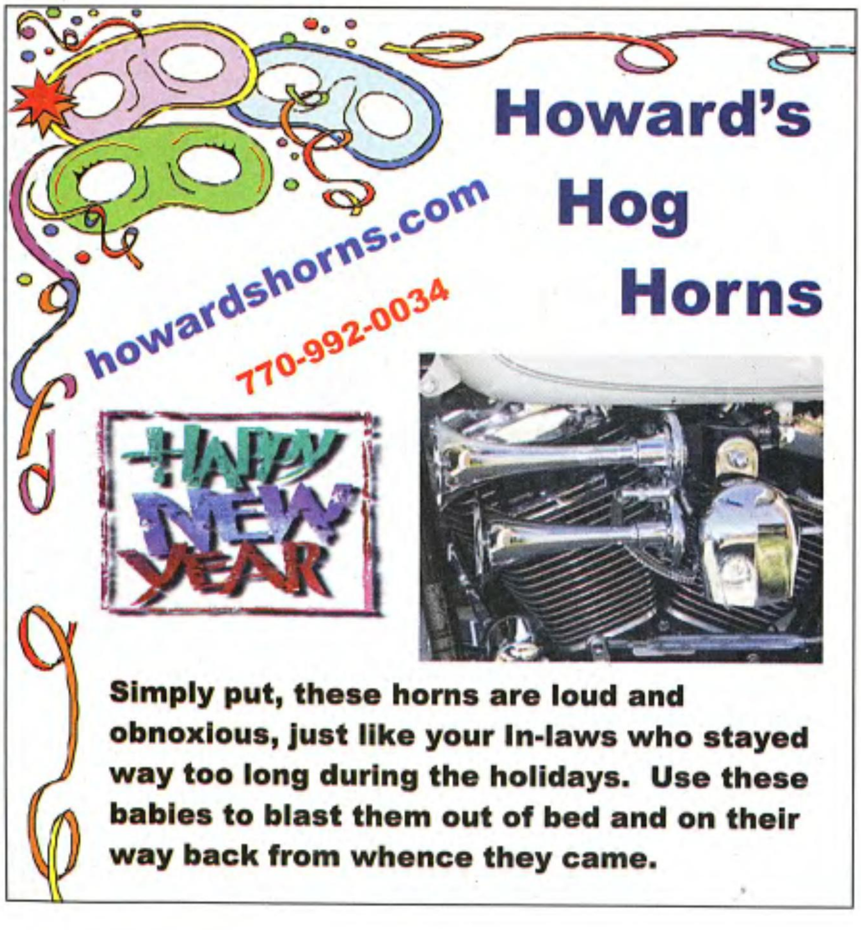
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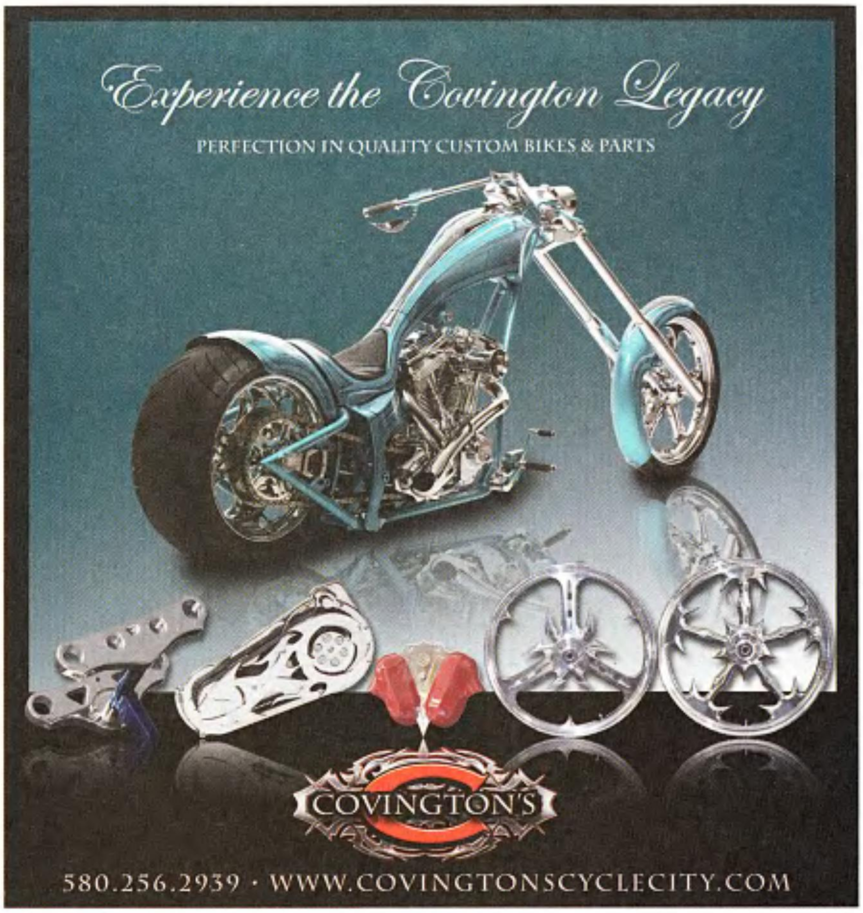
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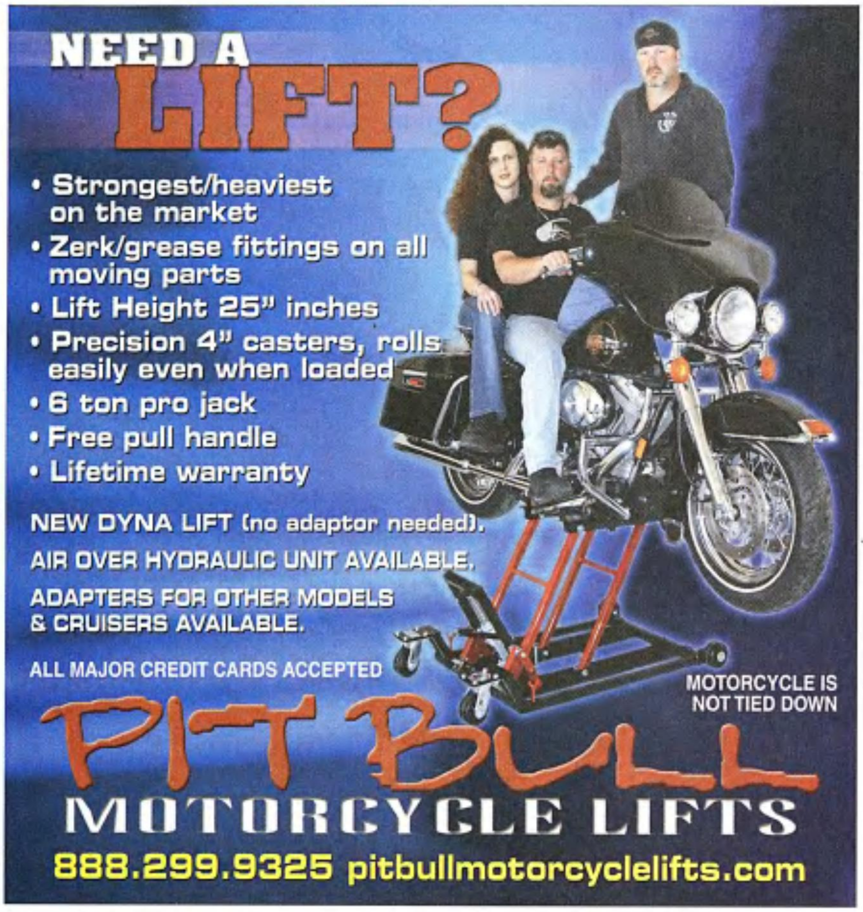
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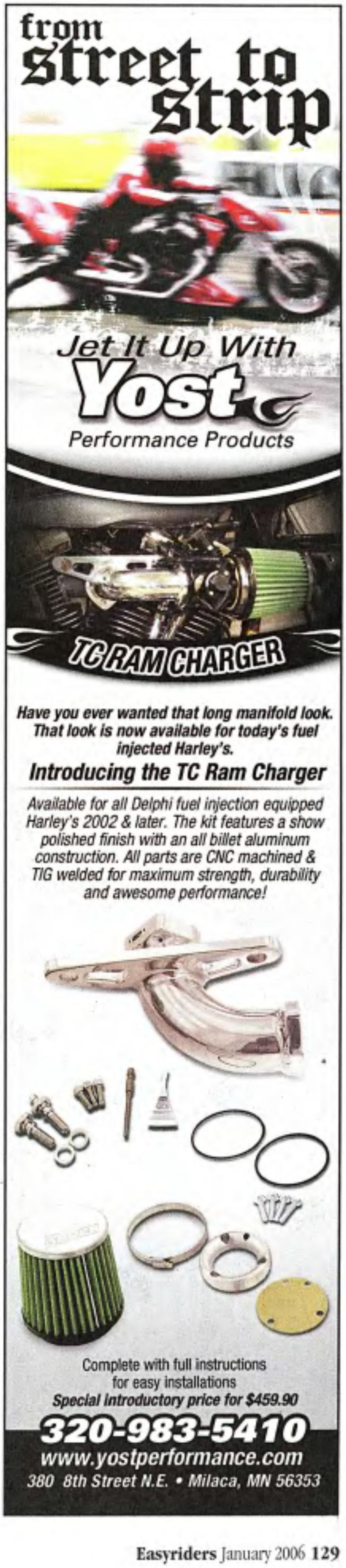

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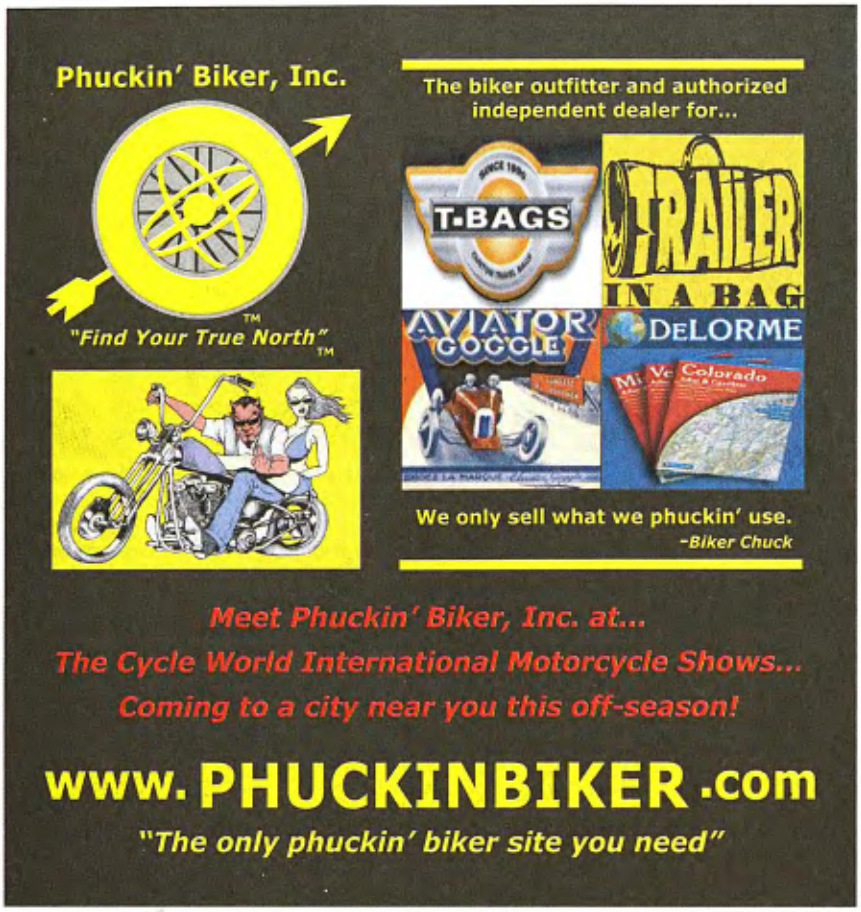

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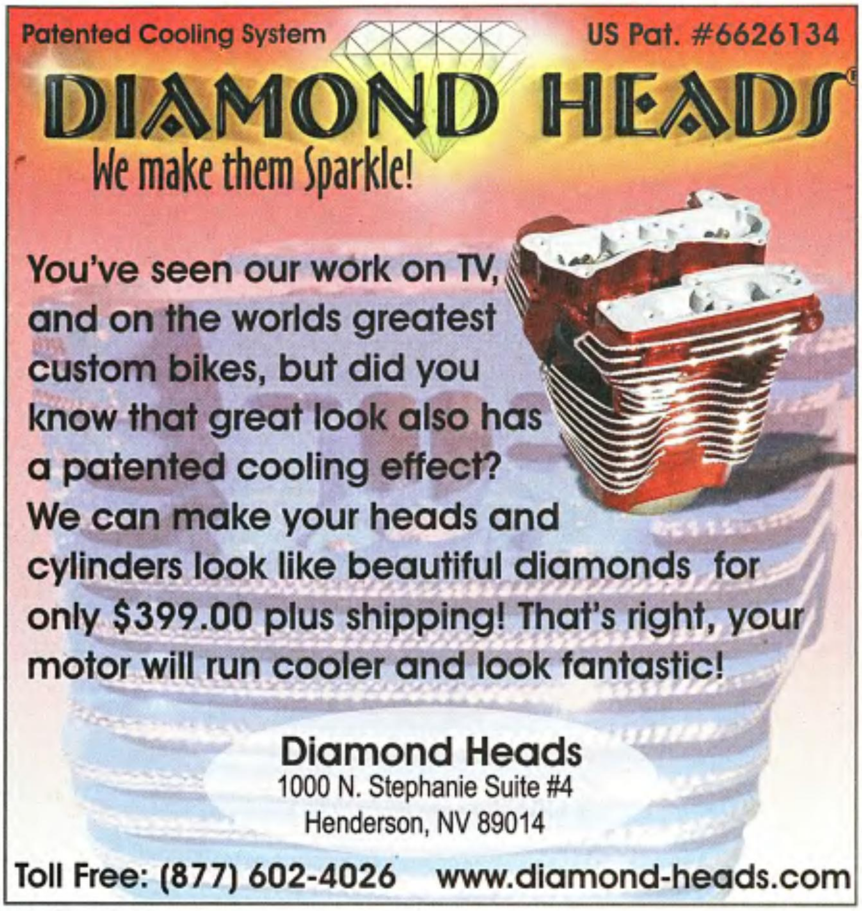
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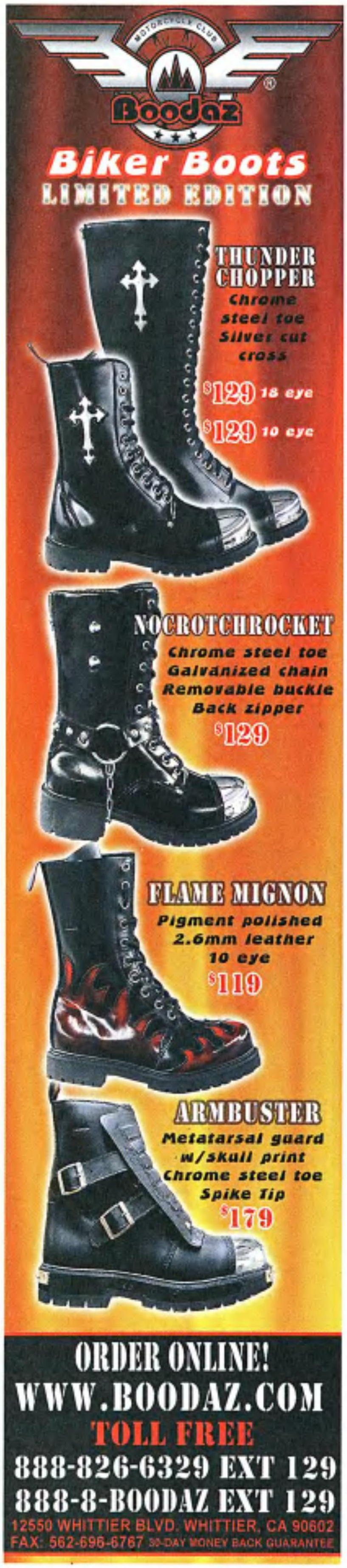
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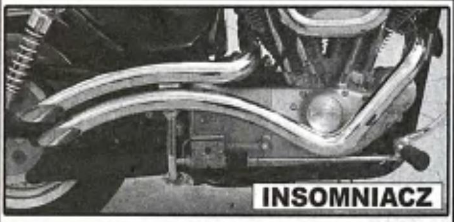

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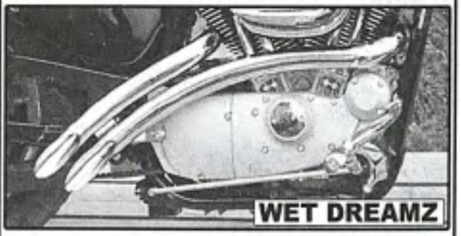

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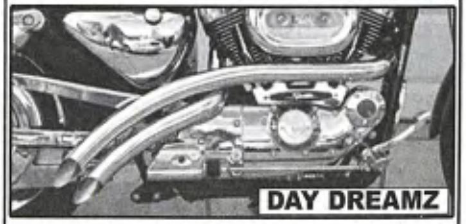

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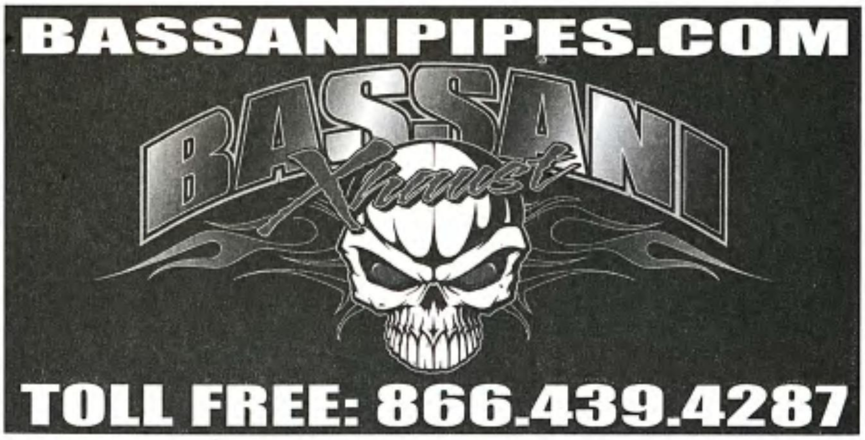

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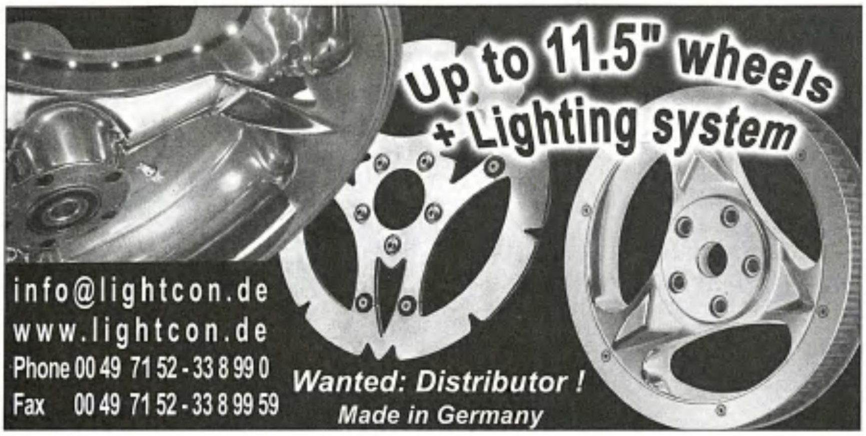
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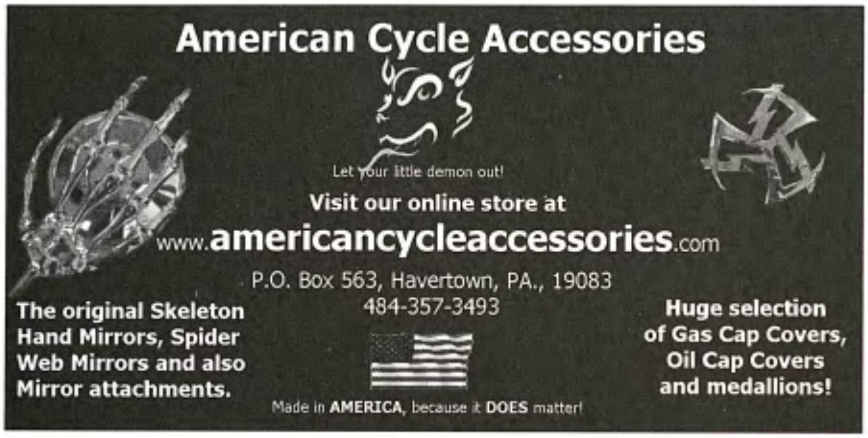
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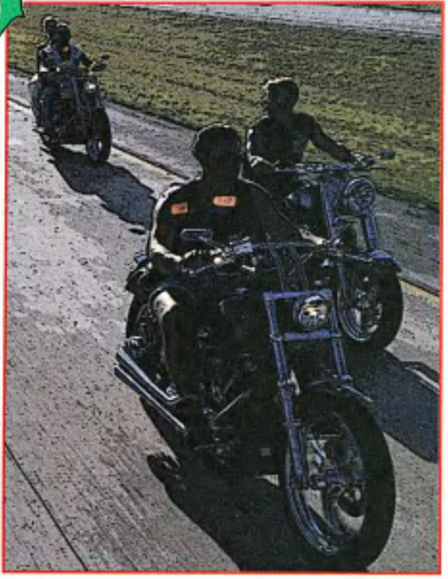

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Designed in memory of David Mann, the *Easyriders* 35th Anniversary, $35 commemorative coin is proof quality solid silver nickel. Because of the strictly limited numbers of these coins to be minted and their ultra-high quality their value may rise in time. The $35 face value of each coin is guaranteed forever by *Easyriders*, in exchange for *Easyriders* merchandise of equal value by the bearer of the coin at any time.

Say it ain't so! 35 years!! It seems like just yesterday that we put together the 1st issue of *Easyriders* magazine. Do you know that a mint condition, 75 cent, 1st issue of *Easyriders* Magazine is now worth about $350? All these years later we're still proud to be putting out the best motorcycle magazine ever. In our usual style, we'll be celebrating our 35th year and we want you to join us.

We'd like one of you to win the $70,000 motorcycle built by Eddie Trotta that we'll be giving away! Find out how by tuning in to our all new V-Twin TV series which debuts on SPEED Channel on Tuesday, November 29th.

Want to see yourself in the special *Easyriders* 35th Anniversary issue? It will recall the highlights of custom motorcycles and the Harley-Davidson lifestyle. Come by Destination Daytona – the new "gotta be there" destination for Daytona's 2006 Bike Week – and get into our group photo. Then be sure to update your subscription so you don't miss seeing yourself on the pages of *Easyriders*.

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Thanks for taking the ride with us and join us in celebrating Easyriders 35th year.

Joe Teresi
Publisher

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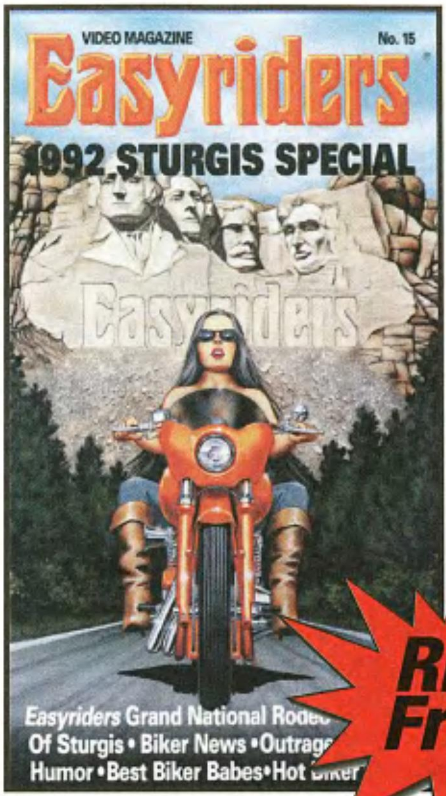

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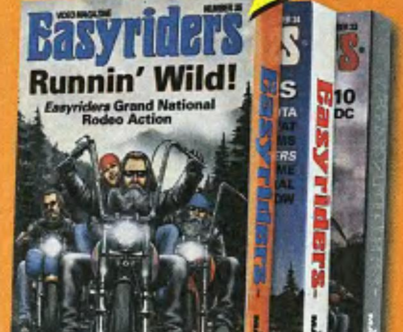

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SPOKE TRICKS REVEALED
Now This Takes Skill!

In our love of riding, looking at and fiddling with motorcycles, we take in a lot of information, sometimes without really figuring out how something is done. A perfect example of this are spoke wheels.

Making, or more correctly, lacing-up a spoke wheel is one of those chores that require not only a high level of mechanical skill, but also a great deal of experience. If you have ever tried to lace-up a wheel, you know what we're talking about. Being the inquisitive type, we wondered what's the trick to lacing? There has to be a pattern or system to doing it.

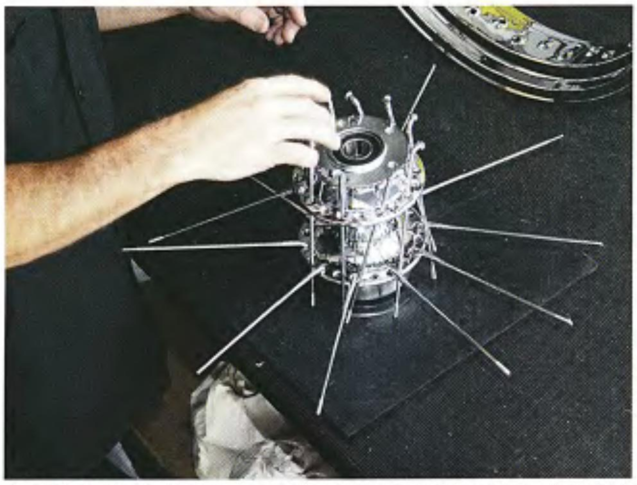
For the straight scoop, we went to the Billet Boys shop in Hayward, California, where they are the U.S. distributor for Akront wheels. They custom build each wheel, so if anybody has lacing figured out, they do. LeRoy Coleman, their resident expert wheel tech, gave us the rundown on how to lace-up a 40-spoke wheel. According to LeRoy, there aren't any tricks, but there is a certain method for lacing a wheel. He further explained that no matter what the rim size is or how many spokes that it has, all laced wheels have four common types of parts. They are made up using an inner hub and outer rim that are joined together with spokes and nipples. Most custom wheels are designated not only by the rim size, but also the number and style of spokes, as well as the pattern in which they are attached or laced together.

On a 40-spoke wheel, the wheel hub has two spoke mounting flanges; each flange has 20 holes for the individual spokes. The 20 spokes for each hub flange are further divided into two groups of 10 spokes each, the division of which is based on whether they are inserted from the inside or outside of the hub's flange. The rim also has 40 holes for the spoke nipples to fit through. The holes are arranged in two rows around the rim. The two rows of 20 holes each are equally offset from the middle of the rim. The holes in each row alternate in the direction that they point with half to the left and the others to the right.

To start the lacing procedure, half of the spokes, 20, are installed into the hub. This is done in two groups of 10 spokes each; one group is installed in each flange. With the hub sitting on the

A spoke wheel's basic parts: hub, rim and spokes.

The starting point, installing ten outboard spokes in the upper flange.



The hub has been flipped over and a second set of ten spokes installed.

The first spoke is fitted to the rim.

The wheel takes shape, as LeRoy works his way around the flange.

LeRoy used a special nipple driver to thread the nipples on the spokes, but a screwdriver would work.

Once all of the left facing spokes were installed, LeRoy started fitting the right facing cross spokes in.

To fit the inside spokes through the hub, LeRoy pulled the wheel to the edge of the workbench.

By the time the last spoke was installed, the wheel was fairly rigid. After this, all of the spokes were threaded finger tight.

workbench, the first 10 spokes are installed into the upper flange from the outside of the flange. The hub is then flipped over and the other 10 spokes are inserted into the second flange; these spokes are also inserted from the outside of the flange. With the hub still sitting on the workbench, the spokes are then fanned out from the hub and the rim is set over the hub.

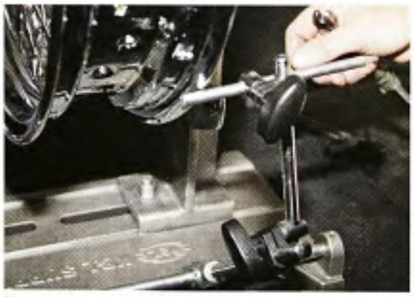
That was the easy part. LeRoy next took one of the spokes from the 6 o'clock position on the upper flange and moved the end of it to his left, so that its end was at one of the upper row of spoke holes in the rim. Because he was using a spoke that pointed to the left, he aligned it with a hole in the rim that pointed to the right. He inserted a spoke nipple through the hole in the rim and threaded it 3/4 of the way onto the end of the spoke. Operating in a clockwise manner, he then selected the next spoke from the upper flange and also moved it to his left, so that its end was at a spoke hole in the rim that was four holes away in a clockwise direction from the one he just used for the first spoke. He then took a spoke nipple, inserted it through the hole in the rim and threaded it 3/4 of the way onto the end of that spoke. LeRoy continued attaching nipples to spokes using every fourth hole in the rim until all 10 spokes from the upper flange were attached. He then rotated the hub in a counterclockwise direction to tighten the spokes in the rim.

With all of the spokes on the upper flange attached, LeRoy reached down through the wheel and took a spoke from the 6 o'clock position in the lower flange. He moved the end of the spoke to his left until its end was aligned with the first hole to the right of the corresponding spoke from the upper flange. This was a hole that was in the lower row on the rim, its opening also pointed to the right. He took a spoke nipple, inserted it through the hole in the rim and threaded it 3/4 of the way onto the end of the spoke. He then worked his way around the hub until all 10 of those spokes were attached to the rim. He now had a wheel with half of its spokes attached. LeRoy pointed out that at this point, as you looked down at the wheel, all of the spokes pointed in the same direction.

The next group of 10 spokes was installed into the upper flange; they were inserted from the inside of the flange. These spokes point in the opposite direction, to the right, crossing over the previously installed spokes. They were attached to holes in the upper row

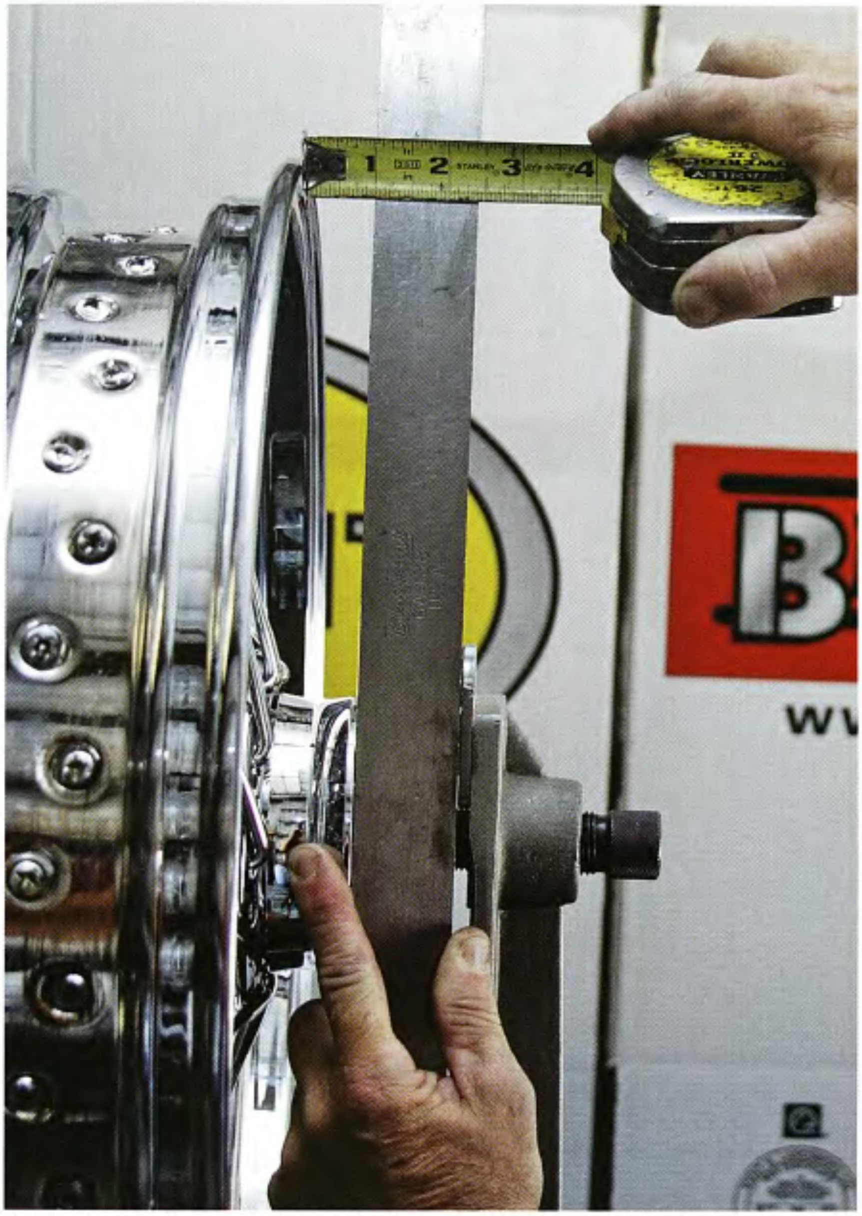
A truing stand is used to adjust the wheel for run-out.

LeRoy uses a "nipple wrench" to tighten the spokes. For a better bite on the small nipples, it has very thick jaws.

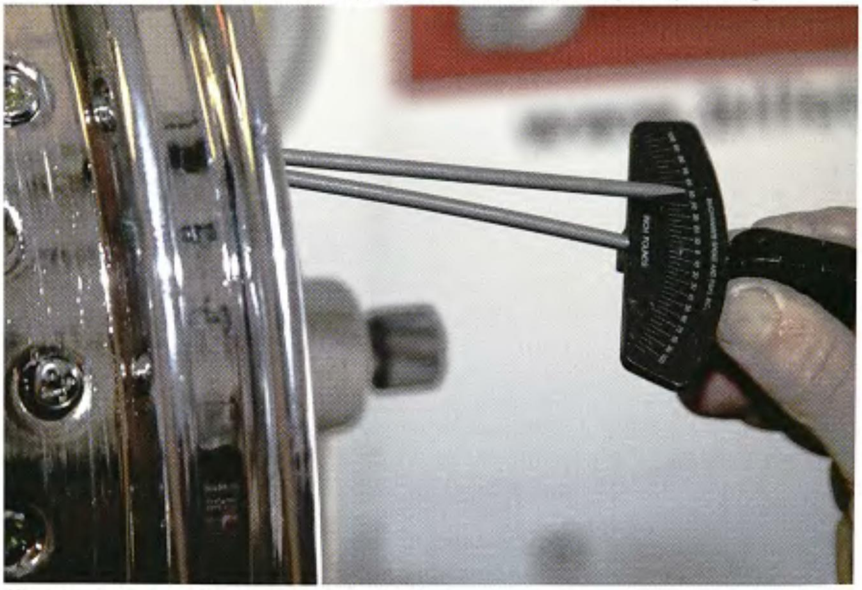


The first adjustment was for bumps in the rim. A gage pointer was set next to the outside of the rim and any bumps in the rim were pulled out by tightening spokes.

The pointer was reset to the side of the rim to check for run-out. Straightening this out requires some tightening, some loosening and a lot of experience.



The first item checked on the stand is rim offset. This is usually set by the spoke length.



All of the spokes were torqued down to 45 inch-lbs.

Photos: John Sullivan

LeRoy and the finished 40-spoke wheel.

on the rim that pointed to the left. These spokes applied tension to the hub, pulling against the other spokes. As with all of the previous spokes, LeRoy worked his way around the hub installing the spokes. When he had all of the spokes in this flange installed, he flipped the wheel over and installed the final 10 spokes. They were inserted from the inside of the flange, laid across the first row of spokes and fitted to their respective holes in the rim.

At this stage, the actual lacing of wheel was completed. All that remained was to "true" it up. Well, the fitting of the spokes required the mechanical skill, but the truing is where experience comes in. LeRoy started off by running down all of the spoke nipples until they were finger tight. He then mounted the wheel in a truing stand and rotated it as he eyeballed the edge of the rim. To our untrained eyes, it didn't appear to have any wobble; it seems that new rims come out pretty close. LeRoy next mounted an indicator/pointer on the stand, with its shank resting on the lip of the rim. This check was for "outside bumps" caused by the rim not being perfectly round. He pulled the bumps in by tightening the spokes next to each bump. The second check was for "run-out;" for this he set the tip of the pointer next to the outside edge of the rim. Then he rotated the rim and watched the point to rim contact. Each time he saw the rim move towards or away from the point, he tightened and loosened spokes around the washout spot. Within three or four rotations, he had the wheel turning without the rim/pointer moving.

The final act was to torque the spokes down. Using a special spoke nipple torque wrench, LeRoy torqued all of the nipples to 45-inch pounds. After the spokes were torqued, he again checked the run-out, all was correct and the wheel was finished. *—John Sullivan*

Source

BILLET BOYS
510-471-3026
www.billetboys.com

The seat is rightly said to be the crowning touch of a custom motorcycle. You can spend thousands on chrome and fancy paint and ruin it all in a heartbeat with a lump of a seat that looks like an afterthought. With so many talented manufacturers out there, style and comfort no longer have to be mutually exclusive terms where your frame meets yer ass. This guide to the finest in motorcycle saddles should make those choices a tad easier.

In an ideal world, we would travel with nothing heavier than a credit card in our pockets, but reality dictates that we lug a big huge pile of crap around with us whenever we hit the highway. *Easyriders* thinks you might as well cart it in style. To that end, we have included this super-duper guide to motorcycle luggage to help you get your shit together and take it on the road.

—Kit Maira

EASYRIDERS' SEAT & LUGGAGE GUIDE

ARLEN NESS TEAMS WITH DANNY GRAY

Arlen Ness has once again teamed up with Danny Gray for a signature line of seats. Danny Gray's seats with a Ness touch of styling combine to create the classy and comfortable seats. Each seat is made to meet the highest standards, workmanship and comfort. Every unit is 100% inspected prior to leaving the factory to ensure quality and satisfaction by the time it reaches the customer. This year a ridge has been added to the center of the seat, also known as the "Butt-Crack," to provide added support for the rider on long days in the saddle. All seats are made in the USA from the finest materials, including Connolly leather and high-density closed cell foam. Seats are available for most Harley models.

Arlen Ness Enterprises, Inc.
6050 Dublin Blvd. Dublin, CA 94568; 925-479-6350; www.arlenness.com

HARLEY-DAVIDSON
SUN RAY PREMIUM HEATED SEAT

The new Sun Ray Premium heated seat from Harley-Davidson is designed to chase away the chill on long fall and winter rides. The seat features dual-zone heated rider and passenger positions with separate high/low/off toggle controls for personal comfort selection. The leather seating position with an embossed ostrich skin pattern covers a deep bucket rider seat and a supportive passenger pillion for cross-country comfort.

REACH SEAT FOR FX SOFTAIL

The new Reach seat for FX Softails is designed specifically for riders requiring a close-to-the-bar riding position. This seat positions the rider approximately 1-inch forward, closer to the hand and foot controls, and the narrow front profile brings the rider's legs closer together to help plant feet firmly on the ground. The seat features a textured vinyl insert and a Bar & Shield logo.

DELUXE SIDE LOADING ROLLER BAG

Designed to fit on the passenger pillion, this new 1.8-cubic-foot-capacity universal mount Deluxe Side Loading Roller Bag is constructed of durable weather-resistant Climashield Plus fabric. The bag features inside bound seams, a wire-

reinforced welt and a self-contained rain cover. The bag includes comfortable rubber handles, glove-friendly buckles and external mesh and flap pockets. The interior features organizer pockets for small items and zippered pockets for easy packing. The Deluxe Side Loading Roller Bag features a telescopic pull handle, easy-to-control roller-blade wheels and a large side opening for easy access, even when strapped to the passenger pillion.

NYLON TOURING LUGGAGE SYSTEM WITH DAY BAG

The Multi-Fit Nylon Touring Luggage System with Day Bag is a two-bag system designed to fit a variety of backrest and upright configurations. Four separate backrest pad pockets ensure the best possible fit. The Day Bag features a clear PVC liner, and can be stored inside the Touring Bag when not in use. The bags can be used together or separately to match your storage needs. Bags feature side and front access pouches that make access to small items a snap.

Harley-Davidson, 800-443-2153; www.harley-davidson.com

ROLLING TRAVEL BAG WITH COMPUTER POCKET

This high-tech 1680 Denier nylon travel bag from J&P is fully lined for strength and protection. A retractable handle and

the sturdy wheels make it easy to roll from your bike to the hotel room. The main storage compartment has plenty of room for a weekend trip with a side zip pocket and top netted pockets. Inside the lid, you'll find a padded pocket for a laptop computer plus pockets for pens, cell phone, business cards, etc. There is a large zippered exterior pocket for easy access while on the road. Included is a rain cover for complete protection of your valuables. Wide Velcro panels secure it firmly to your sissy bar for universal fitment with most bikes. Additional quick-release straps are provided for extra security. A luggage rack or passenger seat is required for base support.

J&P Cycles 800-318-6847; www.jpcycles.com

KÜRYAKYN CUSTOM ROLL BAG

Add the convenience of a universal mount roll bag with expandable end compartments for when you need that extra storage room on the road. With its semi-rigid construction, it holds shape either empty or packed full. The weather is little threat with traditional Küryakyn weather-resistant construction and new self-sealing zippers provide ample protection. For those severe storms, simply throw on the fully protective rain cover and let Mother Nature bring it on.

MINI-GRANTOUR BAG

The convenience of a stylish motorcycle bag and backpack in one. Simply unzip the Mini Grantour Bag from its mounting pad and take this standard size backpack with you, or throw it over your shoulder with its shoulder strap. These added straps allow you to comfortably take your

bag with you. When you need additional space, simply expand the main compartment to 1-1/2 times its height, pop up the internal supports, and keep on packing. This weather-resistant bag includes a fully protective rain cover for added protection in severe weather.

Küryakyn, 866-277-9598; www.kuryakyn.com

FLAME GUNFIGHTER SEAT FROM ZOOM

The Flame Gunfighter Series seats are designed with you in mind. Offered in black with colored flames inlayed in the rear section and matching thread stitched and textured in the driver area. You can choose from one of eight different colors. The seats are in stock and available for a wide range of big twins and Sportsters. Call today and you could have a new seat tomorrow.

Visit www.Zoom4parts.com or call toll free 1-888-316-1994.

SADDLEMEN
NEW SADDLEMEN SEAT FOR SPORTSTERS

The new Pro Tour seat for the 2004-05 Harley-Davidson Sportsters features a deep sculpted bucket for the rider, with a narrower, fender-hugging pillion. The one-piece seat design installs just like stock and includes a rigid ABS seat pan made to fit the bike's contours perfectly. Inside, the rider's saddle features SaddleGel, a visco-elastic silicon gel that reduces vibration and fatigue, and makes every trip more enjoyable. The manufacturer says SaddleGel will never harden, leak, freeze, or distort in any way and is guaranteed for life. The Pro-Tour seat is now available for all 2004-06 Sportster models.

NEW V-ROD SADDLEMEN SEATS

Saddlemen's seats are now available to fit Harley's V-Rod. The first seat to be offered is the Profiler, a one-piece, low profile seat with stunning looks and lots of long distance comfort. The Profiler features smooth contours with significant lower lumbar support. They say the rear pillion offers more comfort than stock and the design integrates perfectly with the rear fender. There's a high-tech, contrasting texture SaddleHyde cover for style, comfort and durability. Inside, the rider's saddle features SaddleGel, a visco-elastic silicon gel to reduce vibration and fatigue.

SADDLEMEN STALLION WHEELED DUFFLE

Saddlemen's luggage department has designed a sizable duffle with retractable handle and wheels and motorcycle mounting capabilities. The main bag is accessed through a large top opening. Inside, there's a smaller bag included for dirty laundry, or adding capacity by clipping the small inside bag to the main bag under the attached bungee net. The rigid bottom of the Stallion bag features a strap mounting system that works on

most luggage racks, backrests or back seats. The retractable handle and wheels make this bag easy to move around when full and the size is also airline carry-on friendly. A shoulder strap is included as well. Also, four large exterior pockets offer quick access to things you need on the road.

Saddlemen seats and accessories are currently available only through Drag Specialties dealers.

Drag Specialties, P.O. Box 5222, Janesville, WI 53547-5222, www.dragspecialties.com

NELSON-RIGG CTB CRUISER TOURING BAGS

Nelson-Rigg CTB Cruiser luggage is made of top-quality UV treated Tri-Max polyester and come in eight, feature-loaded models. Their Full-Nelson Mounting system mounst the bag securely to the bike. Shown is the CTB-900 Deluxe Tourer, with a closed-cell foam, fully lined interior shell to hold its shape even when empty and a solid interior floor to prevent sagging when expanded. Also featured are built-in backpack straps, a handy office organizer, fully expandable main compartment and side pockets, and a zip off padded cover over the mounting system for extra passenger comfort and a clean factory look when installed. Included are a waterproof internal rain liner, a personalized combination security lock and an attachable or solo use roll bag.

Nelson-Rigg, 3518-A Lake Center Drive. Santa Ana, CA 92704; 714-850-1811; www.nelsonrigg.com

BUTT BUFFER

Made from a medically proven dry visco elastic polymer, the manufacturer guarantees Butt Buffer will improve your ride. They are available in eight colors, including two shades of black plus leather and vinyl covers. Butt Buffer can have the polymer installed in your seat on a permanent basis, and if you need a new cover for your current seat, or you need to be a little closer to the ground, they can take care of that as well.

Butt Buffer, PO Box 58, Ephrata, PA 17522; 866-859-5699; www.buttbuffer.com

CRUISELINER HARD SADDLEBAGS

Cruiseliner saddlebags are made from a durable polymer material and are primed and painted with high quality gloss black paint ready to bolt on to the bike. For a custom look, you can easily paint or add airbrush details by painting directly over the black. The key locking, permanently attached lid is hinged in the front and swings forward for easy access to items.

Cruiseliner bags are secured to the motorcycle with quarter-turn fasteners inside the bag for a "no-tool" removal of the saddlebags from the frame. There are two types of Cruiseliner bags: one with a formed "pocket" where stock turn signals nest; and a smooth back style used any time stock turn signals do not interfere. Either model of bag will mount to the specific mounting frame engineered to a particular model motorcycle. Frames come with a bright chrome finish.

National Cycle, Inc. 2200 Maywood, Dr. Maywood, IL 60153; 708-343-0400; 877-WSCREEN; www.nationalcycle.com

MUSTANG WIDE TOURING SEAT

Mustang's one-piece Wide Touring seat is engineered for extended riding for both rider and passenger on 2004-up Sportsters. Mustang's solo is deeply pocketed, not crowned at the top like the original seat, so the rider gets the feeling of sitting into the motorcycle, not on it. Internal steel wings to eliminate sagging at the edges and the back support the passenger seat. According to Mustang, the passenger will no longer have the feeling of falling off the back of the fender. Featuring a marine-grade fiberglass base plate, chrome studs and hand-tied conchos. A matching sissy bar pad and tank bib complete the custom look. All items are also available without studs or conchos. Handcrafted in the USA.

Mustang Seats, P.O. Box 29, Terryville, CT 06786; 800-243-1392; www.MustangSeats.com

AIRHAWK COMFORT SEATING SYSTEM

The Airhawk is a seat overlay system designed to eliminate discomfort, numbness and pain riders experience after spending many hours on the road. It uses their patented Shape Fitting Technology to match body shape and riding posture to relieve sensitive pressure points, providing a more comfortable ride. Shape Fitting Technology uses interconnected air cells formed in non-hardening neoprene. The manufacturer says the seating system mimics the properties of water, evenly distributing the rider's weight

across the cushioning surface and away from peak pressure areas that can create discomfort. The design is said to reduce vibration to the spine, a source of discomfort. It is available in five models: the Large Cruiser, designed for large touring bikes; the Cruiser, for shorter touring and cruiser bikes; the Small Cruiser, for street bikes; and the Cruiser Pillion and Large Pillion for passenger seats. Made in the USA and backed with a 60-day "You Bet Your Ass" satisfaction guarantee, and a two-year limited warranty on workmanship.

AIRHAWK, Inc., 100 North Florida Avenue, Belleville, IL 62221-5429 888-GO4-HAWK, www.airhawk.net

RALLY PACK CRUISER TANK BAG

A convenient storage area designed especially for cruiser-style bikes. Made from 600-denier fade resistant fabric with seven, sewn-in magnets and a protective neoprene pad to position bag securely. Easily store personal items like mobile phones, keys, wallet, glasses, loose coins and more. Map pocket is made from UV-resistant plastic film and zipper feature sewn-in extenders. Interior mesh lid pocket adds more convenient storage. Measures 11x 7 x 4-inches. Limited 2-year warranty.

Iron Horse Leather, 4230 Clipper Drive, Manitowoc, WI 54220; 800-558-7755; www.dowcoinc.com

EXOTIC LEATHER

Keith Maschinot has been in the custom saddle business for over three decades. He says he can build a seat that is the ultimate in style and comfort. Keith is now working in skins like alligator,

elephant, or ostrich. "There's a seat for every ass," he says. "You don't want to sit on a couch or an EZ-Boy, but you do want to be supported and comfortable."

Keith's Custom Seats,
3565 NW 10th Ave, Fort Lauderdale, FL 33309; 954-563-8633;
www.keithscustomseats.com

T-BAGS
T-BAGS STOW-A-WAY

Ever pass up a special purchase because you had no way to carry the thing home? The Stow-A-Way boasts over 1.35 cubic feet of emergency cargo space folded into an attractive backrest sized package. Unnoticeable on your bike, it is made of 1680D nylon, and features a full top opening large enough for a full-face helmet. The foam filled bottom insulates cargo from the luggage rack and their coil zipper-mounting loop adjusts to fit all backrests 7 to 14-inches wide. No velcro or elastic to wear out and four external pockets variously sized for carrying everything from cell phones to rain suits. Features hidden padded backpack straps with instant access to the bungee bottom rain cover. A luggage rack is required.

T-BAG SHUTTLE PACK

The T-Bag Shuttle Pack features six dual-cavity suction cups that firmly attach to metallic or non-metallic surfaces, which the manufacturer says provides instant, and stronger, attachment than magnets without complicated tie down straps. It is thermal molded using 1680D nylon and foam with a flexible soft neoprene bottom to conform to and protect most smooth tank surfaces. Features interior lid pockets for added storage. The whole assembly is streamlined and lightweight with self-mending coil zippers and carrying handle. Includes a removable safety (yoke) strap for added security.

THE HIGHWAY NAVIGATOR

The Highway Navigator map pocket is made of fade resistant 1680D nylon. The rare earth magnets powerfully secure the Navigator onto tank and the protective neoprene bottom protects tank paintwork. The clear map window is UV treated to avoid cracking and yellowing. The Highway Navigator is available in three sizes for custom fit on most tanks.

T-Bags, 1575 Sunflower Ave. Costa Mesa, CA 92926; 800-957-6288; www.tbags.com

LEPERA
LEPERA BARE BONES SOLO

LePera has been crafting motorcycle seats since 1972. Their Bare Bones solo is one of the thinnest, narrowest solos on the market. The simplicity of this seat allows it to flow into every paint and styling scheme. The manufacturer states, "It's not for everyone, but for many, it will be the ultimate seat."

LEPERA METAL FLAKE CHOPPER SEATS

LePera is now producing metal flake seats in a variety of colors, with or without piping, smooth or diamond pleats for the old school crowd. LePera's metal

flake seats are based on chopper styles from the late '60's early '70's.

FULL HORNBACK WITH ALLIGATOR INLAY

Whether it's a beautiful hide of alligator, ostrich, stingray or shark, LePera can build you a one of a kind custom creation. Custom orders generally take 3 to 6 weeks.

LePera, 207 Lankershim Blvd. North Hollywood, CA 91605 818-767-5110; www.lepera.com

BOBBER AND CHOPPER SEATS

Make your bobber or chopper look cool and you feeling comfortable with a Kiwi MotorCycle Company bobber and chopper seat. Looking cool is one thing, but Kiwi has been specializing in form, function and comfort for retro Indian motorcycles for over 17 years. Custom colors and designs can be special ordered. Seat comes with universal mounts to fit all brands of motorcycles. Springs are extra and are available in different lengths.

Kiwi MotorCycle Co, 4183 Fairgrounds St, Riverside Ca 92501; 951-788-0048; www.KiwiMotorCycles.com

IRON BAGS

The Freedom Bag is handcrafted using American tanned top-grain saddle leather, steel reinforcing and a contoured fiberglass backing that accommodates your bike. All mounting hardware, leather conditioning grease, touch-up dye and polish are included.

Iron Bags, 5048 Shellamie Drive · Eau Claire, WI 54701; 715-835-4557; www.ironbags.com

HARD ASS SOLO SEATS

Hard Ass seats from Crime Scene Choppers are made from investment cast stainless steel and feature hand-stitched leather inserts. Made in the USA, Hard Ass solo seats are available in red, black and white.

Crime Scene Choppers, www.crimescenechoppers.com

SUMAX BAGS BIG AND BIGGER

Sumax now offers composite glass saddlebags designed to fit 1995 and later FLT models. These extremely tough and lightweight bags replace the plastic OEM bags. Composite glass construction makes them very easy to work with if you desire to add LED lighting. Designed holes cut cleanly due to the combination of glass fabrics used in their construction. Stock location mounting holes are predrilled. Sumax uses a premium primer gray gel coat finish that makes them ready to scuff and shoot.

Sumax, 122 Clear Road, Oriskany, N.Y. 13424; 800-654-5546, 315-768-1058 Fax: 315-768-1046; www.sumax.com

CORBIN RUMBLE SEAT

This seat design features a new hinge mechanism that secures the passenger fold down backrest in either position effortlessly. For solo cruising, the passenger rest provides a slick look similar to Corbin's original Gunfighter saddle design. When you wish to carry a passenger, fold up the rear pad to reveal a passenger seating area complete with a backrest. The seat and backrest are constructed with Corbin's exclusive Comfort Cell foam to give improved support and riding range. The rear of the seat provides painted ABS panels in gloss black for a finishing touch.

Corbin, 800-538-7035 California, 800-223-4332 Florida; www.corbin.com

WHAT DO YOU THINK OF MY NEW BIKER OUTFIT?
WELL, YOUR TIE DOESN'T MATCH.
RICK OLSON

ReadersRides

Photos: Owner

Robert Hartman
Louisville, Kentucky
2000 Dyna Wide Glide

We need more folks like Bob to send us stuff. Shying no expense, he makes sure that our road-weary eyes get to enjoy some truly memorable scenery. At 5 - 2, with nips of blue, this is Nikki stretching there by the water, presumably taking off an imaginary and probably very wet T-shirt. How did her nipples get so blue, you ask? It's the Kentucky water, man! Why do you think they have bluegrass there? Anyway, as you might have noticed, there's also a motorcycle in the picture. If not, let me point it out to you: it's a little to the left of Nikki, right there in front of the water. See it? No, no! Not in the water. In front of it. There you go.

The bike is what's commonly referred to as a Dyna and Bob has left it pretty much stock for us. That was nice of him, wasn't it? And because blue not only seems to be Kentucky's state color, but also the leitmotif in these pictures, Bob has had an artist named Audrey Arena of Fresno, California, match certain areas of the Dyna's gas tanks and fenders with Nikki's naughty-licious nips. You can tell right away that it was painted by a girl. Why? Because a guy, a straight guy anyway, wouldn't have covered the pretty butterfly girl's pussy with some silly hair.

Anyway, I should also tell you that Bob's Dyna sports a set of Vance & Hines staggered Big Shots below the Arlen Ness Big Sucker air filter kit and the diamond design flame air cleaner. Oh yeah, there's some chromed and braided cables from Harley somewhere. "I'll be adding 80-spoked, radial laced Hallcraft's wheels and Metzeler tires soon," Bob tells us.

That's great, dude! Can you send us some close-ups of those nipples next time?

—Tripper

Jeff Hernandez
Bakersfield, California
1995 Harley Springer

My guess is, Jeff is a helluva player, but not quite as smooth as he could, or maybe should, be. Why do I say that? Consider the following: Jeff sent us some pics of his bike with very little info, but three phone numbers. I called the first one and the young lady curtly explained to me that I had the wrong number. Sure!

I called the second number and the recorded voice of a different young lady told me that Jeff wasn't available right now, but if I left my info, he'd surely call me back. Sure!

When I called the third number he'd left, the recorded voice of a third young lady told me that she wasn't available right now, but to please leave my Mary Kay order on her message machine. Sure!

In his missive accompanying the pics, he also indicates that he's spent more than $15,000 in upgrades on his bike, including a set of Jesse James custom wheels, fuel tank and fender, and he had the bike's cylinders powdercoated yellow. "This beautiful bike recently took first place at the 1st Annual Bakersfield Show-Off, put on by the Marine Corps League in Bakersfield," he writes.

Having considered the collected facts before me, I've come to the conclusion that the first lady is his ex, who doesn't want to have anything to do with him anymore. The second one is very accommodating and thus his current flame, while the third one is or will be his next flame, but she's still too involved with her career to make room for Jeff on her answering machine...or, she knows absolutely nothing about lady No. 2.

The fact that he seems to have plenty of cash burning holes in his pockets supports this theory and the idea of winning at a Marines-sponsored event basically dots every "I" in this sentence.

What do you think, Watson?

—Tripper

Photos: Owner

ReadersRides

Mike Golembiewski
Arcade, New York
1982 Sportster Chop

Ya gotta respect a guy who rides a rigid and ya really gotta respect him if he rides that thing halfway across this country. Now, if said bike happens to be an iron-head Sporty, then the respect paying has to include a helluva tip and maybe even the digesting of a slice or two of humble pie.

Lucky for us, this is not the case with Mike and his ironhead Sportster. Although he gets kudos for building it "from the ground up, all the welding on the entire bike, fabricating and paint, using new and used parts, in my garage/shop in February of 2002 in 28 days," we don't have to bow before him for riding it thousands of miles through the snow, sleet and rain. That's because he nicely follows up his introduction by adding that once he was finished building the bike, "I loaded it up into the RV and took off for Daytona."

Whew! That was a close one. Looking at those homemade pipes, however, I have to wonder just what kind of RV Mike has. Obviously a pretty tall one. And a dependable one, as Mike says, "It [the bike] has seen Sturgis twice."

But lest you think all Mike does is RV his Sporty all over the country, let me be the second to point out that, no, he doesn't. Aside from bar hopping on it, he says he's "ridden it from New York to Laconia in 2004, an 1100-mile roundtrip."

And not only that, he had the wife with him, to boot. "On a rigid frame," he says. "Now that's ridin'."

Well, alright then. It's almost lunchtime and I'm hungry, anyway. Pass me a small slice of that pie, will ya? — *Tripper*

Photos: Owner

Paul Cathell
Newark, Delaware
2001 FXDL

Last time we saw Paul, he was standing behind his bike, grinning from ear-to-ear, because he and his wife, Kitty, hadn't had their accident yet. He had also included a shot of the post-accident bike, all nice and redone, with Kitty standing nekkid next to it. Unfortunately, it was a computer printout and thus unusable for publication.

So here we are, some two years later, and Paul says he's had all kinds of changes done to his bike, like the 240 rear kit from Extreme Machine that the folks at American Custom Built Cycles have installed for him. Or the skull intake from JDS Engineering. And there's the paintjob, so expertly done by Brian Loker, who has his own company called Design Craft Custom Paint. But where are Kitty's headlights?

If you've read our April issue of 2004, you might remember that Paul and Kitty had a nasty run-in with a manhole cover on a frosty November morning that left both of them pretty banged-up. These days, Paul seems to be a bit more careful about the holes he encounters, and he's become very concerned about being as visible as possible, so that said holes might have a chance to avoid him, even if he can't see them. "While I was at Myrtle Beach Bike Week in May, the guys from Iron Thunder Cycles installed 16 red LED lights all over the bike," he says. Eric from American Custom Built Cycles installed four more lights inside the skull intake. So, do you think with a total of 20 lights and the D&D pipes that some of the bonehead drivers out there at night won't be able to say, 'I didn't see you?' Nah, probably not."

What was that? I'm sorry, Paul, I wasn't paying attention. What the hell did I do with Kitty's picture?

—Tripper

Photos: Mark Langello

ProductReview

OIL DOWN YOUR LEG?
Installing a Mystfree Breather

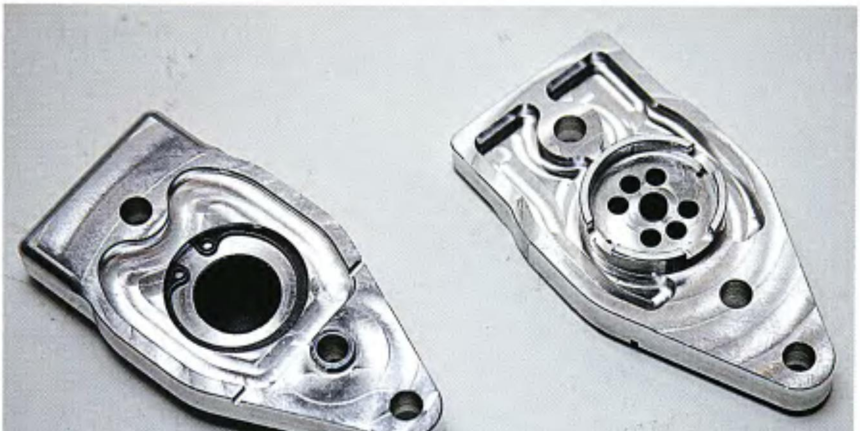
Harley's Twin Cam 88 is a great motor. In stock form they make half again as much power as the Evo did and there are off-the-shelf kits to build them up to 124 inches. They have only one area of concern, which involves the cylinder head breather system. It seems that some motors pump oil out of the cylinder head breather passages into the air filter or whatever they are connected to. If your motor's breathers are routed to the air filter back plate, you could wind-up with a bit of oil running down your right leg after a long ride.

This is not a new problem. We first saw it back in 1999 and there appears to be more than one reason for it. These include combustion gases leaking past the piston rings, incorrect alignment of the oil pump, poor sealing of the oil system's O-rings, not enough volume of the scavenge side of the oil pump and inadequate oil separation in the breather valve. Not all of these items occur in every motor; in fact we would be surprised to find one motor with all of them. We think that the two biggest reasons for excessive oil blow-by are incorrect alignment of the oil pump and poor oil separation in the cylinder heads' breather valves. Most of the oil pump alignment problems are caused by inexperienced technicians who are installing camshafts and do not follow the correct oil pump alignment procedure when they reinstall the cam plate. The poor oil separation up in the cylinder heads is caused by the stock breather valves being overwhelmed by the volume of oily/air mist that gets up to the valves during a really hard ride.

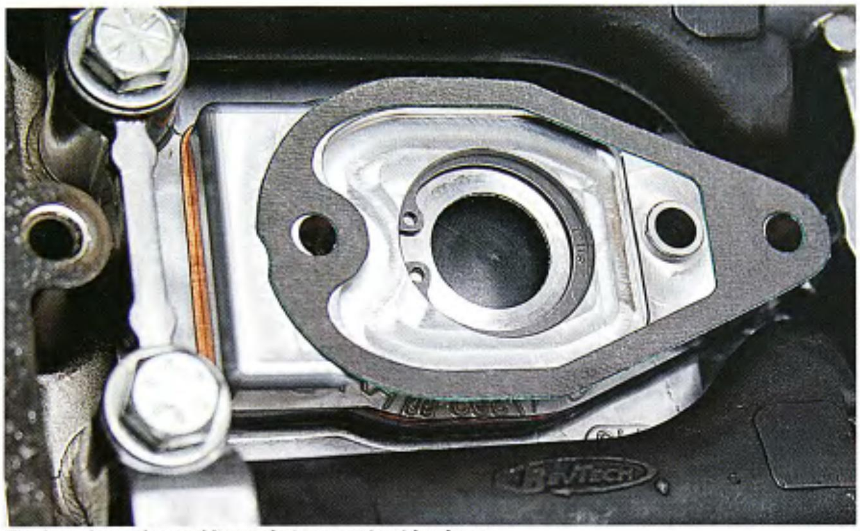
Tim Doherty of Doherty Machine has spent the past several years working on the oil separation problem in the cylinder heads and he's come up with a new breather valve design. After looking at his design, he is either very smart or an ex-farmer. His Mystfree valve uses a two-chamber oil separator, whereas the factory breather valves have a single chamber separator that is fitted with a gauze element. In the Mystfree design the first, or stock oil separation chamber, which is cast into the center of the rocker arm support, is augmented by a cylinder that protrudes into it from the bottom of the Mystfree valve

The stock Twin Cam breather assembly is inside of the rocker box on each cylinder head. To remove them, simply unscrew the two bolts and lift the cover and breather off of the rocker arm support.

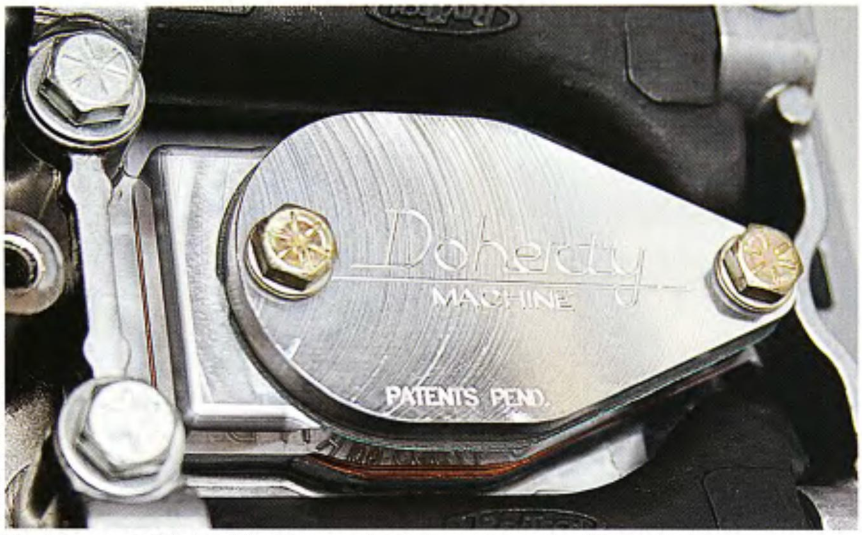
The copper gasket from the kit fits over the stock chamber in the rocker arm support.



The Mystfree breather valve comes fully assembled. The unit on the left is a top view and the one on the right is the bottom. The separator cylinder in the bottom view is the secret to the valve.



The breather valve and its gasket are next set in place....



Photos: John Sullivan

The top cover is fitted and the two mounting bolts are torqued to 90-inch lbs.

body. This cylinder has three openings spaced around its edge that cause the pressurized air-oil mist that is inside of the motor to change direction several times as it is pushed towards the exit in the breather valve. As this mist moves up against the walls of the cylinder, a good deal of its oil content is stripped off and returned via the stock bleed holes in the bottom of the chamber. It's kind-of like when the wind pushes damp air through plants and their leaves catch the dew. When the pressurized air passes through the six holes in the Mystfree valve, it hits the bottom of the neoprene valve causing it to rise up forming a second chamber. At this point any oil remaining in the air is removed by the aluminum valve seat and drains back through the lower chamber and into the rocker box.

The neoprene valve that Tim uses is of a smaller diameter than that of the stock umbrella valve, it therefore develops a higher vacuum in the second separation chamber, which helps to pull any oil back into the cylinder head's rocker box. The idea behind the Mystfree valve is sound and his machining is flawless.

Having seen how well the Mystfree valves worked in a 95-inch motor, we decided to use them in a high performance 103-incher we are building. The Doherty Mystfree breather valves are installed in the same manner as the stock breather valves and come with all needed gaskets and mounting bolts. The Mystfree breather valves are available either direct from Doherty Machine or through any Drag Specialties dealer. The part number from Drag is 0950-0084 and the retail price is $229.95. *—John Sullivan*

Source

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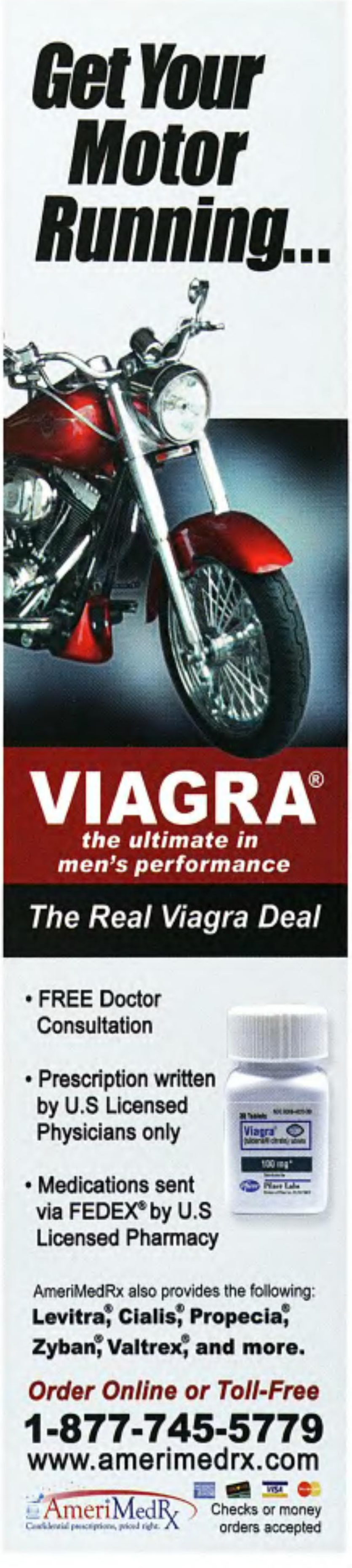
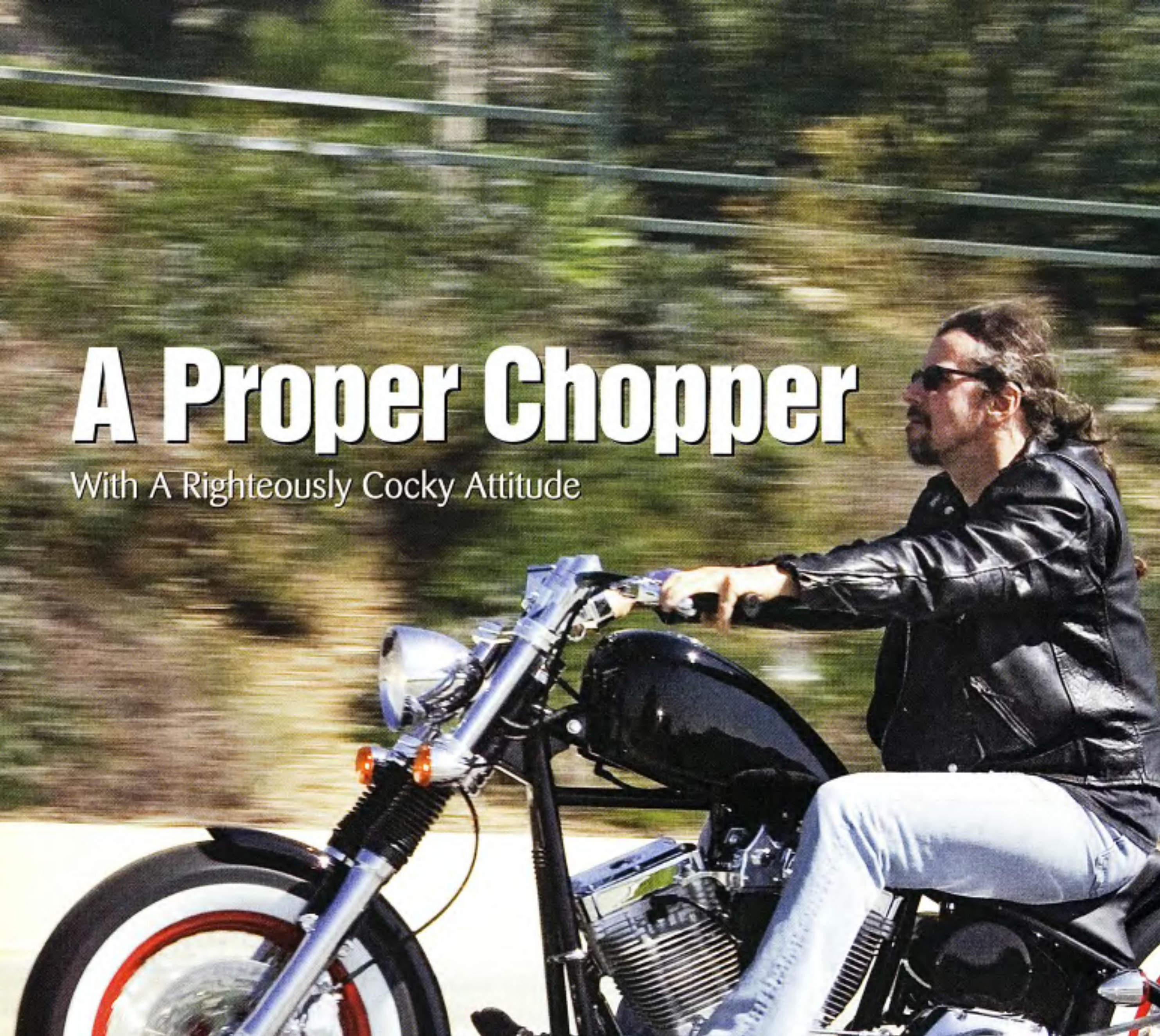
www.dragspecialties.com



A Proper Chopper

With A Righteously Cocky Attitude



Despite its overall black appearance, Proper Chopper's rigid Bobber 357, dressed up in red rims and whitewall Metzelers, looks as loud just standing still as its shotgun pipes make it with a wide open throttle. It's a cocky little machine and anyone swinging a leg over its seat—a mere 24 inches above the ground—is in for a great riding adventure...not in a bad way.

With the 357, Proper Chopper, a company in Santa Cruz, California, has pretty much taken the bobber concept back to its basics. Walking around the bike, you'll discover nothing that's not essential to a motorcycle: two wheels, a motor, a frame a tranny, and that's just about it. Toss in a brake system and a couple of lights, and you're ready to roll.

With a 66-inch wheel base and mere 4.5-inch ground clearance, a 2-inch stretch in the frame, 34-degree rake and wet weight of 540 pounds, the 357 has a handling dynamic that gives the rider

a heap of confidence on the freeway as well as on a mountain road. Within this skeletal structure pounds a powerful heart in the shape of a 107-cubic-inch S&S motor with a compression ration of 9.6:1, making a ride on this bike more fun than the law allows in some states.

If, by chance, the discerning reader encounters some eerie feeling of *déjà vu* upon viewing these photos, it may be because he recognizes striking similarities between the Bobber 357 and BMC's Hooligan 541. This shouldn't be a big surprise, since Proper Chopper's owner, Jeremy Casson, once funded and ran the Bend, Oregon-based BMC Hooligan project, according to Steve Hoy, Proper Chopper's consultant and former vice-president at BMC. "Jeremy designed the 357 and came up with the name," Steve says.

This isn't your one-off custom, and its parts aren't all proprietary. Suppliers range from Ross' Pipe Works in Oregon to Kraft Tech in Southern California, but there are a few homegrown parts as well, such as the sheet metal, while most of the other parts are specifically built to Proper's specifics.

It's like the saying goes: if it ain't broke, don't fix it, just change it a little. And that, apparently, is what the folks at Proper have done here with the 357,

although Steve adds that for 2006, the bobber line also features a hidden-shock version, which "already is a home run," as he puts it. "We took it to the Las Vegas Bike Fest last September, and it was just a huge, huge hit."

But just looking at a bike while at an exhibit and loving it is one thing. In order to appreciate all dimensions of such a bike, you'd have to take it for a nice little ride. Having done that, and then some, with the rigid version, we here at the rag could only conclude that the guys at Proper Chopper are definitely doing something right. Leaning into a curvy mountain road, hauling ass down the highway in 6th gear, or blasting through city traffic, this Bobber 357 does it all and does it, most importantly, right properly.

—Red Baron

For more information on this or any other Proper Chopper, or a dealer near you, go to www.propper-chopper.com.

Owner: Proper Chopper
City: Santa Cruz, California
GENERAL
Fabrication: Proper Chopper
Year and Make: 2005 Proper Chopper
Model: Bobber 357
Assembly: Proper Chopper
ENGINE
Year/model: 2005 S&S
Ignition: Daytona Twin-Tec
Displacement: 107 cubic inches
Compression ratio: 9.6:1
Bore & stroke: 4 by 4.25
Carb: S&S Super G
Air Cleaner: S&S
Pipes: Ross' Pipe Works
Mufflers: ha!
TRANSMISSION
Year: 2005 Trick Shift
Modifications: none
Shifting: 6-speed
Wheel sprocket: 125-tooth Kevlar belt
FRAME
Year: 2005
Builder: Kraft Tech
Type: hardtail
Rake: 34 degrees
Stretch: 2 inches out
ACCESSORIES
Bars: Flanders
Risers: Proper Choppers
Handlebar controls: Supreme Legends
Fenders: Proper Choppers
Headlight: Proper Choppers
Taillight: TUV Sparto
Speedo/Tach: Wire Plus
Forward controls: Supreme Legend
Gas tank: Proper Choppers
Oil tank: Proper Choppers
Primary Cover: MPCI
Seat: High End Seats
Grips: rubber
FORKS
Type: MPCI
Extension: none
WHEELS FRONT
Type: American Made
Size: 130/90 HB-16
Tire: Metzeler
Brakes: 4-piston, HHI
Caliper: Brembo
WHEELS REAR
Size: 140/90 HB-16
Tires: Metzeler
Brake: 4-piston, HHI
Caliper: Brembo
Photos: Rick Hustead

ComingAtYa

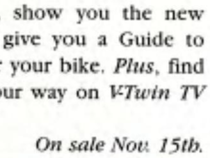
The February issue of *Easyriders* (#392) is a love fest of cool custom bikes by such motorized masters as Scott Long, Dave Perewitz, Kaotic Customs, Don Loos, MGS Customs and we'll run the rubber off a Harley Sportster.

Roll out with us to Daytona's Biketoberfest for all the two-wheeled action, visit the Carlisle Bike Fest in Pennsylvania and pass out at the Indian Larry Block Party in Brooklyn. Out in the tech shed we've got two big-ass aftermarket guides, one focusing on frames and the other on shimmering sheet metal.

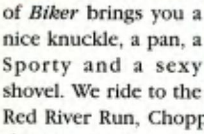
PLUS, on the newsstands we'll include a 32-page outsert featuring all the custom bikes of 2005 as seen in *Easyriders*, *V-Twin*, *BIKER* and *In The Wind*. *On sale Jan. 3rd.*

The January issue of *V-Twin* (No.57) offers you 10 awesome custom bikes from master builders such as Tim Edmonson, Paul Yaffe, Miami Choppers, OCC, Morton's Customs and more. We'll take a ride out to the Cripple Creek Run and also to Rolling Thunder to honor our Vets. Meet master builder Rick Fairless, go Behind The Scenes at TP Engineering, learn the tricks on lacing spokes and we'll profile Vento Motorcycles. We'll show off the latest Harley MotorClothes, show you the new 2006 Big Dogs, and give you a Guide to Seats and Luggage for your bike. *Plus*, find out what's coming your way on *V-Twin TV* and more!

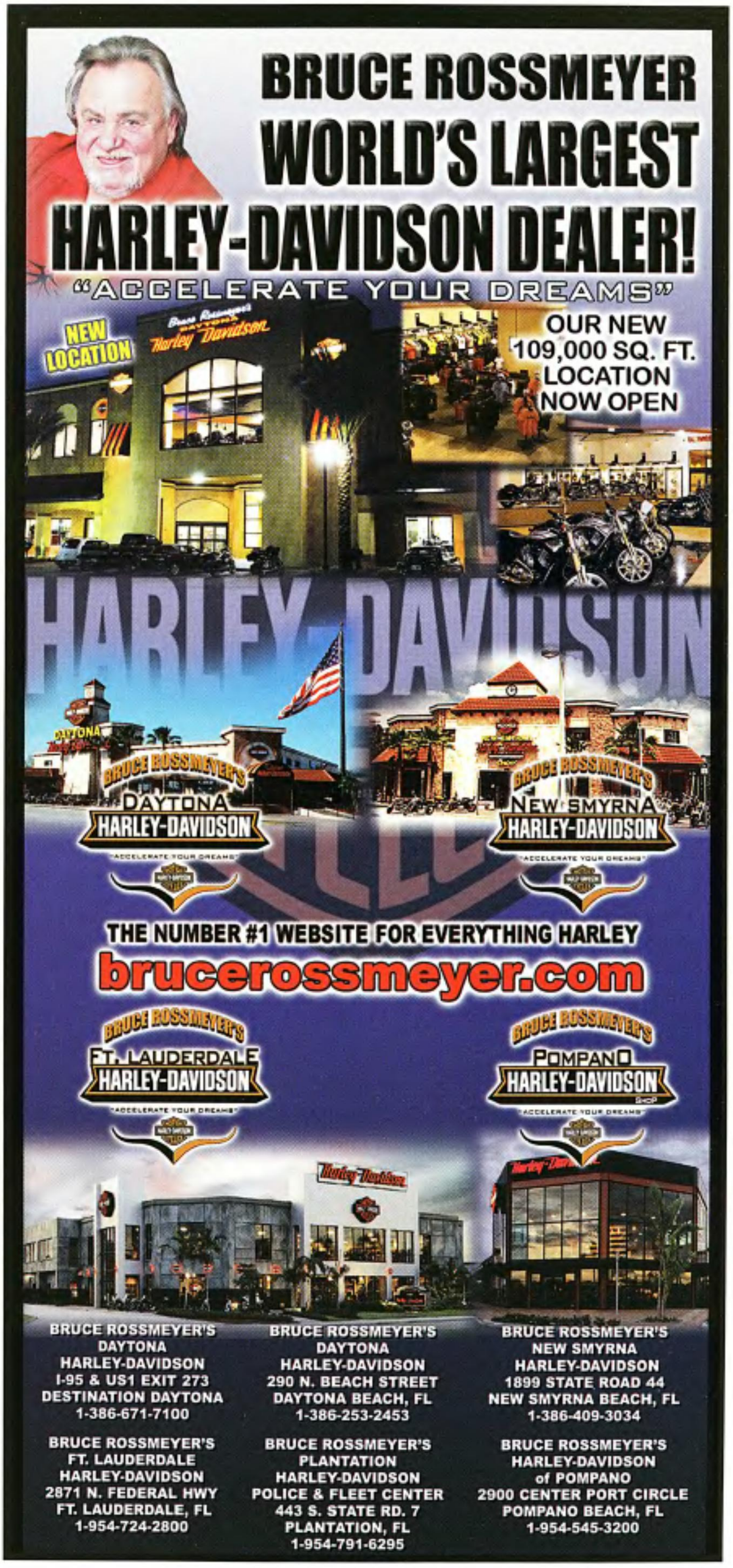
On sale Nov. 15th.



The Harleyday December issue of *Biker* brings you a nice knuckle, a pan, a Sporty and a sexy shovel. We ride to the Red River Run, Chopper Fest, Toy Runs and show ya chicks who get naked. *On sale now.*



The next issue of *In The Wind (No. 124)* will feature Paul Wheeler's 1939 Harley bobber, with lithe 'n' lean Courtney, a tight, 19er. Other highlights include our killer Sturgis Rally coverage. *Plus*, on the newsstands, our 32-page Winter Roadware catalog. *On sale now.*



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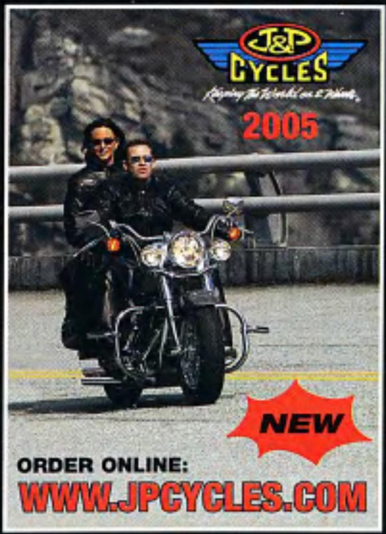

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